

**Bloomington Common Council**  
**2022 Departmental Budget Hearings**  
**Written Questions Submitted on September 03, 2021**  
**Answers Submitted on September 14, 2021**

**General Questions and Comments:**

**Flaherty:**

1. Based on the budget hearings and numerous past conversations with City staff, I am concerned about our progress and approach in implementing the City’s Climate Action Plan (CAP). It seems we may lack capacity to fully implement the Plan in the targeted timeframe to achieve our 2030 Greenhouse Gas emissions reduction goals. The implementation period for the Plan is eight years, segmented into three overlapping phases. (“Implementation of actions are anticipated to be initiated over 3 phases: phase 1 within 1-3 years, phase 2 within 2-5 years, and phase 3 within 4-8 years of CAP approval.”) By the end of 2022, we will be 1.67 years through this 8-year timeframe. As such, we should have made meaningful progress on initiating dozens of actions at that point. Given there are 290 Actions in the CAP — which requires an average implementation rate of 36.25 Actions per year to meet the 8-year timeframe — by the end of 2022, we should have implemented approximately 60 Actions ( $1.67 \times 36.25 = 60.5$ ).

Please see attached, titled [Question 1, CAP](#), which reflects a draft summary of activities in progress or planned to achieve regarding goals for both the Sustainability Action Plan (active 2018-2023) and the Climate Action Plan (2021-2030). Progress initiated towards each action is listed under "action progress." Goals are categorized by the plan section for quick reference.

This document was created in response to Council questions and strives to provide a preliminary review of information ESD will present more fully to Council as planned in October. Since the Plan’s adoption in April 2021, climate actions for city operations and the community have been in progress (see question 25) and prioritized actions for 2021 and 2022 will continue to be implemented concurrently to Sustainability Action Plan goals and objectives.

1a. How many actions from the CAP have already been implemented or initiated and what are they (please list them by their corresponding number; e.g., TL-I-1)?

Please see attachment ([Question 1](#)).

1b. How many actions from the CAP do we expect to implement in 2022 and what are they (please list them by their corresponding number; e.g., TL-I-1)?

Please see attachment (Question 1).

**Sgambelluri:**

2. Who is responsible for reviewing and triaging U-Reports? Where can we find data on number of requests? Number directed to each department? Time-to-resolution?

Once a uReport is submitted, it is assigned to a staff member/department based on the topic of the report. Departments, therefore, are primarily responsible for reviewing and triaging their own reports. The Office of the Mayor does periodically review the uReports system to ensure that reports are being addressed and closed in a timely manner. Data on the number of uReports per department, from January 1-September 12, 2021, is provided in this table:

City Clerk	0
Community & Family Resources (CFRD)	6
Council Office	1
Economic & Sustainable Development (ESD)	17
Engineering	251
Fire Department (BFD)	10
Housing & Neighborhood Development (HAND)	798
Human Resources	1
Information & Technology Services (ITS)	23
Legal	5
Legal: Risk	1
Office of the Mayor	70
Parks & Recreation	316
Planning & Transportation	163
Police Department (BPD)	62
Public Works: Main	145
Public Works: Animal Control	54

Public Works: Facilities	18
Public Works: Parking Services	92
Public Works: Sanitation	109
Public Works: Street Department	602
Transit	4
Utilities: Customer Service	9
Utilities: Director's Office	1
Utilities: Engineering	22
Utilities: Environmental	7
Utilities: Finance Office	5
Utilities: Meter Services	17
Utilities: Transmission & Distribution (T&D)	121
Utilities: Water Quality	20
<b>TOTAL uReports, 2021 year-to-date</b>	<b>2950</b>

Data on time-to-resolution is not available at this time, but can be prioritized as a future project from the Office of the Mayor if desired by Councilmembers. Of course, departmental budget goals are regularly tracked and published, both mid-year and annually, and several departments include goals pertaining to the timing and closure of uReports. These budget goal updates are available at <https://bloomington.in.gov/city/budget/updates>; we expect to publish the 2021 mid-year update soon.

**Sims:**

3. Provide a list of active contracts for consultants, including paid to date and rate info. This would include personal services assistance from individuals to aid Dept.'s, including paid to date and rate (hourly?).

Please see attachment, titled [Question 3, Contracts](#).

**Human Resources:**

**Piedmont Smith:**

4. Is the 2-weeks emergency paid leave that was made available on 4/1/20 due to COVID still available to city staff? If so, is there an end date? Have there been budgetary impacts (e.g. hiring temporary employees) in 2021?

The emergency paid leave made available in 2020 due to COVID-19 is no longer available. The Families First Coronavirus Response Act (FFCRA) was a federal program that expired on December 31, 2020. We paid out approximately \$194,315 in FFCRA wages under this program.

In terms of budgetary impacts, no specific dollar amount has been calculated. Both Human Resources and Risk spent a significant amount of time during 2020 administering the FFCRA program, and continue to assess symptomatic, COVID-positive employees and identify close contacts. Additionally, some departments that maintain minimum staffing requirements (i.e. Public Safety and Utilities plants) must involve overtime when an employee is out for any reason.

5. Can the proposed paid family leave be used for elder care? I was told “not as currently proposed.” Why not, and can we add elder care as a reason to use the leave? Budgetary impact?

The City can and plans to explore expanding the reasons for paid leave after we have successfully rolled out a paid parental leave program. Expanding paid leave to include more options will likely result in more employees taking time off, and we feel it prudent to implement the program incrementally. In many situations throughout the organization, employees must be called in to work overtime when their coworkers take leave. It is very difficult to predict budget impacts in the abstract. Experience as we roll out the program will help predict impacts of future expansions.

Additionally, it is quite possible that the Biden administration and Congress will establish a federal paid family leave program within the year, which could provide us with more information and options moving forward.

**Rosenbarger:**

6. Can a race/gender pay equity study be incorporated into the RFP for a classification study? We will be looking into that in the future. In consultation with our experts, we believe the classification study should be completed first, to ensure that our positions are in the appropriate pay grades, as well as to re-evaluate the way we assign pay grades and our salary structure for non-union employees, before proceeding with a pay equity study.

**Sgambelluri:**

7. Glad to hear that anti-racism training with CEI is coming up this fall. Are you able to provide any more details about when/how this will happen?

The Center for Equity and Inclusion (CEI) will lead a 12-hour (three days at four hours each day) remote learning intensive followed by four bimonthly learning sessions focused on developing common language and how to hold one another accountable as equity, diversity and inclusion (DEI) leaders. Participants in the training will include all elected City officials and department heads, and proposed training dates will be shared with the council within the next several weeks.

**Flaherty:**

8. What is the estimated annual cost difference between a paid family leave program that would cover 6 weeks (as proposed during the budget hearings) versus a program that would cover 12 weeks?

Currently we have only preliminary research on paid family leave. We plan to explore our options during Q1 2022 and then begin implementation during Q4 2022. The budgeted amount reflects how much it would have cost to pay six weeks of leave for those who took Family Medical Leave (FML) for the birth of a child in 2017 (the highest number of individuals who took leave for this reason in recent years).

8a. What assumptions underpin these estimates and are they the same for both scenarios? (E.g., is it assumed that temporary staff would be hired to replace the employee on leave for the full 6 or 12 weeks?)

Cost considerations will need to include necessary overtime or temporary staff and potential loss of productivity. We will also consider the amount of paid leave that we currently offer (5 weeks during an employee's second calendar year of employment for non-public safety employees) and the availability of short term disability benefits (6-8 weeks at 60% of salary) for employees who give birth and who have elected the benefit.

8b. How many weeks does Indiana University offer in its paid family leave program (which I believe is important since the university is a major competitor employer for the City)?

According to <https://hr.iu.edu/relations/parental-leave.html>: Paid parental leave is available to all staff employees at IU who are in non-temporary positions of 30 hours or more per week and have been continuously employed in a benefits-eligible position for at least 12 months before the date of the birth or adoption of a child. An eligible staff employee will be provided up to six weeks (240 hours) of paid parental leave following the birth of a newborn or newly adopted child. If both parents are IU staff employees, each is entitled to take up to six weeks of paid leave.

## **Information Technology:**

**Sgambelluri:**

9. What specific feedback have we gotten from external audiences on our outward-facing IT tools (e.g. the City's website)?

ITS encourages and receives feedback on our public-facing web services through a number of channels:

- **uReport:** uReport is a general-purpose issue reporting system available at [bloomington.in.gov/uReport](http://bloomington.in.gov/uReport). It contains a "Website and Web Services" feedback form in the "Miscellaneous" group of reports.
- **City Website:** The footer of every web page includes a feedback link. There was a feedback button in the header until mid-2020; this is now a "Welcome Neighbors" link.
- **Web services** such as inRoads, Incidents and myBloomington include feedback links or buttons. (These feedback buttons and links direct users to the uReport "Website and Web Services" feedback report form.)
- The department also receives feedback via **direct email, forwarded email, and very rarely by phone calls.**
- Our website and web services are maintained in Github as **open source software**. Over the years several communities have downloaded and used these tools in their own communities.
- The City's biannual **Community Survey** provides very high level feedback on the website.
- ITS receives and responds (in partnership with City Legal) to **public information requests** and Open Data requests. Many of these requests generate new data or information for the website or our open data portal.

Specific feedback received since early 2019 falls into several buckets:

- **Website, uReport, & web-service availability:** in some cases this reflects planned and unplanned service outages, but also home internet issues outside of our control.
- **Bad links** found on the website; these are quickly fixed.
- **Mobile device issues** with certain pages, sites or services.
- **Interactive Map** support requests
- **Board information** related to recent board/commission membership changes or posting of minutes.
- **Bill payment** issues with paying a bill online through third-party systems.
- **Bad email addresses**, most often for staff who have left City employment.
- **Web content:** reports of typos or information out of date or incorrect
- **Privacy concerns:** public information with addresses, etc. such as annexation information.
- **New feature** requests and ideas for changes to the website and web services.

- **Site discovery and search** when the user is unable to find what they are looking for through navigation or search.

When issues like the above arrive, we often address them immediately or add them to Github to be addressed in subsequent updates to these systems.

In addition we also receive (and appreciate!) positive feedback on our website and other web services, but those tend not to get documented. We have received awards and recognition for our website and web services over the years:

- 2021 Digital Inclusion Trailblazer (National Digital Inclusion Alliance)
- 2018, 2017 Top Ten Digital Cities for cities with populations between 75,000-125,000 (Center for Digital Government)
- 2018 Best of Indiana Award for Best Application Serving the Public for 2017 website redesign (Indiana Digital Government Summit)
- 2018 Code for America Best of Indiana Award and 2016, 2015 Code for America Technology Award
- 2013-14 First city accepted into Google Summer of Code

10. I believe it remains critically important that we gather external feedback on our outward-facing IT tools. What (specifically) is our plan for doing so? How (specifically) can I help?

The first part of our plan is to maintain our current open channels of communication through the website, web apps, mobile web apps and other media. The second part is more event-driven. For example, ITS plans to undertake a maintenance update of the City website in which we will make modest updates and improvements to its user interface, calendar interaction and search system. This is still a few weeks out, but we are beginning to plan an “alpha” release in which an early version of the new website template and search interface will be available for internal and external feedback. ITS will partner with the Office of the Mayor, and specifically the Director of Innovation, to promote this. As with past, similar projects we will request feedback through a form on our website and other means as well.

As an individual, you can help by:

- Reporting any feedback you have on our website and web services.
- Participating in feedback processes, like the upcoming alpha release of the website.
- Promoting this feedback opportunity to other residents.

## **Controller:**

**Rosenbarger:**

11. What is the Alternative Transportation Fund amount for 2022?

<b>Department</b>	<b>Amount</b>
Council	\$336,000
Engineering	\$81,600
CFRD	\$15,000
Parking	\$321,496
<b>TOTAL</b>	<b>\$754,096</b>

## **Mayor's Office:**

### **Piedmont-Smith:**

12. Has the position of Innovation Director saved the city money? I don't expect a full audit, but in general, what does the mayor think?

While not the primary aim of this role, yes, the Innovation Director has saved the City money. More importantly, this role has helped to create more capacity by allowing employees to work on higher order tasks, and has improved the quality of service delivery to residents. The lists below include costs that have been saved or will be saved and no longer budgeted as a result of innovation work; examples of where capacity has been or will be increased; and examples of improved resident service.

### **Cost Savings**

- By winning an in-kind award from Bloomberg Philanthropies for training in human-centered design and design-thinking, 11 employees from nine departments were trained over a period of nine months saving the City approximately \$160,000-\$225,000 in training costs. The first official spin-off project led by a graduate of this training is Angela VanRooy's (HAND) project with IU and Neighborhoods to improve the integration of IU students into neighborhoods.
- In-process: Potential savings of \$195,000-\$395,000 to operate the leaf collection program. Additional savings related to decreased greenhouse gas emissions and improved stormwater quality will also be realized.

### **Increased Capacity**

- iPads for HAND inspections have decreased the amount of time spent by inspectors in creating reports.
- Partnership with Public Works on Transmap to digitally catalog pavement condition index information for streets and sidewalks allowed labor previously involved in this task to do other work within Public Works.



- In process: Streamline and digitize the process for onboarding Parks part-time seasonal employees and get them tracking their time digitally in TimeTrack starting on day one. When implemented, this process will greatly reduce the number of hours supervisors spend reviewing timecards and eliminate the need for them to drive to City Hall to deposit the paper time cards. Additionally, administrative time to maintain spreadsheets for budget reporting purposes will also be greatly reduced.
- In process: Evaluating space use in City Hall, there is a potential cost savings associated with not needing to build or buy more space for employees.

### **Improved Resident Service**

- Reduced average resident wait time from 90 minutes to 15 minutes for receiving online orders from the Farmers' Market drive-through service.
- In process: Evaluating space use in City Hall will likely improve the safety and efficacy of the front desk position.

### **Sgambelluri:**

13. Please share whatever information you can about how we measure the financial impact of our Innovation efforts. I realize that “innovation” is a rather fuzzy term and can be hard to assess, but I’d like us to try. What cost-savings are we realizing? What cost-savings might we anticipate?

With regard to projects led by the Director of Innovation, please see the response to Question #12. The Director is determining how to best indicate and measure a variety of impacts from all identified innovation efforts. As one step, all innovation success stories at <https://bloomington.in.gov/success> include a “Benefits” section that indicates the project’s impact.

14. Now in its fourth (fifth?) full year, I believe the Innovation Office should be coming into some maturity. As a reflection of that maturity, I would think the Office should be able to generate/attract new/outside money and should (at least) “pay for itself”. How are we doing in that regard?

The role of the Director of Innovation is to improve current processes for both employees and residents, to nurture a culture of innovation so that all departments across the board are regularly innovating, and to prepare the organization for the future as we anticipate changes like increased remote work, the implementation of more smart technology, and climate change. The role has been in place since 2017 (4 years). The current Director has been in her position since 2019 (2 years).

While the Director regularly seeks partnerships, sponsorships, grants, and awards, the administration sees this position as one that builds capacity for employees to engage in higher order tasks, retains employees through empowered agency in their areas and opportunities for cross-departmental projects, and improves the quality of city services through resident engagement.

In every effort, the Director has sought partnerships and sponsorships to defray the cost of experimentation. Below are some examples of partnerships and sponsorships that the Director attracted and leveraged.

2019, Bloomington Fast Forward Dronopalooza event: \$3,000

Partners: Herald Times, IU Credit Union, Monroe County Airport, Bloomington High School North, IU Geography Department

- Logo, promotions, HT ads, branded volunteer t-shirts, musicians in partnership with the Herald-Times (\$2,200)
- Racing drones exhibit (\$800)
- Space for a dozen exhibitors and room for food trucks at Bloomington North
- Flights by scientific drone with LiDar

2021, Expanded Leaf Management Pilot: \$18,700

Partners: Many, [listed here](#).

- Avers Pizza boxtop promotion (\$3,000)
- EarthKeeper's half-off promotion (\$11,700)
- HAND grant for HelpingHands and Block party (\$1,000)
- Monroe County Soil and Water Conservation District soil assessments (\$500 for analysis; \$2,500 in-kind support)

**Rosenbarger:**

15. Does the Administration know what greenways projects will be taken on with the \$500,000 ARPA funds?

The Administration plans to utilize 2021 Alternative Transportation and 2022 ARPA funds to construct the neighborhood greenways on 7th Street (Union Street to the Bypass), a piece of the Hunter Ave greenway on Henderson Street between Hunter Avenue and Smith Avenue, and facilities in the Broadview Neighborhood (e.g. Graham Drive between Rockport Road and Rogers Street).

**Police:**

**Piedmont-Smith:**

16. Please describe exactly how racial disparities in arrests and other police interactions are tracked and analyzed, and whether the BPD plans to do this differently (or more) in 2022.

BPD tracks demographics in a number of different categories including arrests, vehicle stops, citations and police/citizen interactions. BPD officers fill out detailed demographic data on each of the above categories per each stop/arrest/interaction.

BPD will continue to track and categorize these demographics and continue to analyze them against historical records and other tracking data which provides demographic data and is sufficiently randomized as to be statistically valid comparisons.

All data is contained within the publicly reported B-Clear and Police Data Initiative (PDI) which is updated quarterly.

17. Are exit interviews conducted with outgoing BPD officers? What have you learned from these interviews in the past few years as to the reasons officers leave?

Sometimes but not always. Not every officer who is leaving or has already left feels comfortable in providing reasoning or taking part in exit interviews.

Of those who have expressed reasons for leaving BPD, some officers state that they are leaving for better pay and benefits at other law enforcement agencies, some are leaving for a lower call volume per day, some are leaving due to a perceived lack of political support locally. Some are leaving law enforcement entirely perceiving a generalized lack of community support. Yet others are leaving due to long planned retirements from service.

**Sgambelluri:**

18. Council has already approved a salary range that would allow us to move forward with the recommended market adjustments for supervisory and commend staff. What are the specific barriers to making those adjustments in their entirety in this budget?

These salary adjustments for BPD are under consideration in connection with many factors concurrently. Most salary adjustments for city staff were implemented over a three-year transition period. Discussions about BPD budget details are ongoing. One specific pending change is the pay grade for Lieutenants in the public safety salary ordinance, which is currently listed as a 8 and should be an 9, with correction planned expeditiously through the salary ordinance to be approved by City Council.

19. As you heard during the week, many Council Members stressed the critical need for us to address turnover and retention issues among sworn officers. Some incentive programs (for example, the pilot program for take-home cars) seem to be having a positive impact on officer

morale. When does the Administration intend to evaluate their success? What information/data is needed to determine whether/when we need to make such programs *permanent*?

In regard to measuring the success of all recruiting and retention incentive programs there are certain key factors which need to be evaluated:

1. Has the incentive garnered significant interest from current officers?
2. Is the incentive common within the industry consistent with our geographic area? In other words, do other Departments offer that incentive and is it considered regular and customary to the point where a lack of such incentive would cause officers to seek employment elsewhere or simply not apply to BPD?
3. Is the incentive sustainable for the City?
4. Has the incentive been successful in recruiting or retaining officers? And, if the incentive stopped being offered, would the lack of such then become a disincentive to staying employed at BPD?

#### Housing:

In order to evaluate the housing incentive program one must look toward the factors which have been enumerated to determine its current effectiveness.

1. The incentive has not attracted substantial interest from current officers who do not live in the city presently. It was budgeted for a maximum of ten officers, and is currently supporting six officers, who were already living in the City when the program began. While the program has not apparently yet induced current officers to relocate, several newly hired officers in the Field Training Officer (FTO) program will be eligible for the subsidy upon completion of their training. One officer sought to use the home purchase assistance program, but it did not ultimately close as a transaction.
2. This incentive is not a regular or customary benefit within the industry in our geographic location.
3. The only way to determine if the benefit is sustainable for the City would be based on a year-to-year view of the City General Budget as approved by the Common Council. With that said, the program is capped at a maximum dollar amount each year so it is not an incentive that could equally benefit all of the officers.
4. It is very early in implementation and difficult yet to determine whether and how the program has succeeded in recruitment and retention. In the coming months and years, we should gain data about its impact.

#### Take-Home Cars:

In order to evaluate the take-home car (individual issue vehicle) program, one must look toward the factors which have been enumerated to determine its current effectiveness.

1. This incentive garnered wide-spread interest and approval among current officers. At this time, this program is limited only to certain officers within specialty positions or who live within the City. Officers who do not yet have individual issue vehicles have repeatedly stated that the take-home vehicle program is an incentive they wish to see expanded.
2. This incentive is considered regular and customary in many other Class I and Class II Cities within Indiana. The lack of a take-home vehicle program was at times noted by officers leaving the Department and by others who chose not to apply for the Department as a benefit that they believed should have been included at a base level as all other agencies within our geographic area provide a vehicle.
3. This is a sustainable incentive. Based on the longevity of a patrol vehicle in take-home or individual issue use as compared to a pool vehicle, the take-home vehicle remains in service 75% longer, has fewer maintenance issues, and is value added to the operations of the Department as a whole. Within recent weeks on numerous occasions officers not on duty began assisting with calls for service when the demands were particularly heavy for the on-duty shift. Additionally, off-duty officers were the first on the scene of a major shooting investigation and additional off-duty officers who had been issued take-home vehicles were able to be brought to an on-duty status within 20 minutes, essentially turning out an entirely new shift, to take over for the patrol shift that was fully involved in dealing with the shooting investigation.
4. While this incentive is effective on several fronts, in terms of recruiting it is impossible to quantify. This incentive is so regular and customary within the industry in our geographic area that a lack of the incentive, should it be withdrawn, may prove a disincentive to new or ongoing employment.

**Smith:**

20. Can the \$ 250,000 ARPA funding earmarked for Recruitment and Retention activities and the allocation to hire 4 additional Community Service Specialists be moved to Sworn Officer salaries and increase the Salaries by \$5000.00?

Mayor Hamilton and Chief Diekhoff recently announced a planned increase in the amount of ARPA funding earmarked for BPD recruitment and retention from \$250,000 to \$500,000. ARPA funding is one-time money and should not be used for permanent increases to future budgets. To consider salary adjustments, the administration has proposed that union salary negotiations with the Fraternal Order of Police begin in October 2021, approximately 6 months earlier than scheduled.

The allocation in the budget to hire four additional Community Service Specialists could technically be moved to other positions in BPD or the city generally. The administration believes this allocation to be appropriate, however, due to staffing needs and work demands.

**Flaherty:**

21. What additional information can the Administration provide regarding intercity comparisons of police compensation?

Please see the response to question 21b.

21a. In other words, does the City believe that a comparison of BPD compensation levels to other Indiana cities is more accurately reflected by a set of factors beyond base salary (e.g., bonuses, other benefits, etc.)?

Yes.

21b. If so, please provide as detailed of information as practicable to demonstrate how the City of Bloomington compares to other cities.

A list of what we assess to be actual, comparable base salaries for entry-level sworn personnel in police departments was shared with Council during City Attorney Mike Rouker’s presentation during the September 8, 2021 Council meeting. (These charts are replicated below.) Base pay is only one piece of compensation, as many cities offer varying additional pay for degree attainment, longevity, specialties, working specific shifts, training, clothing, and other reasons. A significant amount of additional analysis and research would be required to comprehensively compare BPD police compensation with those of other cities.

This table provides first-year base compensation to officers, with actual **base salary rates**. This data provides an actual comparison of compensation among law enforcement agencies.

<b>BASE SALARIES OF FIRST-YEAR OFFICERS</b>	
Verified Base Salaries of First-Year Officers*	
Indianapolis	\$75,171.00
Carmel	\$71,135.00
Westfield	\$68,481.00
South Bend	\$63,358.00
West Lafayette	\$60,009.00
Lafayette	\$59,447.00
Kokomo	\$59,444.00

Munster	\$58,136.00
Fishers	\$57,932.00
Plainfield	\$57,161.00
Evansville	\$57,131.00
<b>Bloomington</b>	<b>\$56,956.00</b>
Noblesville	\$56,576.00
Columbus	\$53,716.00
Valparaiso	\$50,405.00
Terre Haute	\$49,943.00

\*After reviewing collective bargaining agreements and salary ordinances, this data reliably reflects real base compensation paid to newly sworn officers.

Here is the base salary of a first year officer plus-20 years of longevity. This is not compensation any first-year officer would be eligible to receive, but provides that additional component — longevity pay — alongside the real base pay for comparative purposes.

<b>BASE SALARY OF FIRST-YEAR OFFICER + 20-YEAR LONGEVITY</b>	
Verified Base Salary of First-Year Officer + 20-Year Longevity*	
Indianapolis	\$81,561.00
Carmel	\$76,135.00
Westfield	\$70,503.00
Evansville	\$69,012.00
South Bend	\$67,608.00
Lafayette	\$64,197.00
Columbus	\$64,192.00
West Lafayette	\$64,009.00
Terre Haute	\$63,007.00
Kokomo	\$62,744.00
Fishers	\$61,932.00
Noblesville	\$61,576.00
Munster	\$60,926.00
Plainfield	\$60,161.00
<b>Bloomington</b>	<b>\$59,456.00</b>
Valparaiso	\$51,943.00

\*After reviewing collective bargaining agreements and salary

ordinances, this data reliably reflects real base compensation plus 20-years longevity.

**Sims:**

22. Upgrade base salary of sworn officers by \$5000.00. Define plan for recruitment and retention of probationary officers ( + Innovation Dir.?). Upgrade BPD leadership salaries (Council has passed updated salary ordinance so this doesn't have to come before Council).

Please refer to the answers to Questions 18, 19, 20 and 21b.

It is important to note that any significant increase in base pay above the 2.9% increase for 2022 provided in the current Collective Bargaining Agreement would have significant, long-term budget implications and would require careful planning over time. Taxes (PS-LIT/LIT) may need to be raised, alternative revenue sources identified, or cost-cutting measures implemented. Controller Underwood estimates that the cost of adding an additional \$5,000 to every officer's base salary will cost almost \$686K in year one, \$705K in year two, \$726K in year three, and \$747K in year four, resulting in a cumulative fiscal impact of \$2.86 million over four years.

Regarding recruitment and retention, BPD will continue its efforts currently in place and incorporate new incentives into our recruitment process to seek the best, most diverse candidates we can.

## **Housing & Neighborhood Development:**

**Sgambelluri:**

23. Where would we be able to find a detailed report on specific projects and funding amounts associated with the Housing Development Fund? Do we have a guiding, policy document that “governs” how potential projects are evaluated? If so, could you please share it?

**Housing Development Fund (HDF) Project Information**

<u>YEAR</u>	<u>AGENCY</u>	<u>FUNDING AMOUNT</u>	<u>GRANT/LOAN</u>	<u>NUMBER OF AFFORDABLE UNITS</u>
2017	Mecca Properties (Union@Crescent)	\$500,000	50%/50%	102
2018	Bloomington Cooperative Living	\$159,000	0%/100%	20
2019	SCIHO (Switchyard Apartments)	\$35,421	100%/0%	8
2020	1100 W. 10th St. Lot	\$6,000	0%/100%	Vacant lot purchase



2020	Bloomington Housing Authority	\$215,000	0%/100%	116
2020	Bloomington Cooperative Living	\$120,000	0%/100%	15
2021	City Shared Appreciation Homeownership Program	\$36,052	0%/100%	Individual Homeownership
2021	City Shared Appreciation Homeownership Program	\$36,052	0%/100%	Individual Homeownership

What follows are guiding policies for the Housing Development Fund.

**HDF Summary**

The Bloomington Housing Development Fund (HDF) is an affordable housing fund established by the City of Bloomington to increase the supply of decent, affordable housing for Bloomington residents who earn 120% or less of the area median income and whose monthly rental housing costs shall not be less than 20% of their monthly income. The HDF provides low-cost loans and grants for the development of affordable housing. The fund is administered by the Department of Housing and Neighborhood Development of the City of Bloomington with oversight provided by the Bloomington City Council.

**Eligible Applicants**

Developers, for-profit and not-for-profit organizations, local units of government, public housing authorities, individuals or partnerships between any of these are eligible.

**Types of Eligible Activities Financed by the HDF**

Land and/or structure acquisition, new construction, rehabilitation of existing structures, down payment and closing cost assistance and leverage of other public/private funds are eligible activities.

**Threshold Criteria**

Each proposed project must meet six basic threshold criteria to be considered for funding. Projects not meeting all six criteria may not be considered. They are:

1. The project is financially viable, meaning that affordability is maintained and operations and reserves are funded over time using standards and assumptions acceptable to the HDF Administrator.
2. There is a demonstrated need for the type of housing provided.
3. The project will improve overall affordability in the city.
4. Housing must be located within the corporate limits of the City of Bloomington.

5. All units funded must serve households with incomes at or below 120% of area median income.
6. Application must be complete, meeting all criteria.

### **Application Funding Criteria**

1. **Community Need and Impact**: the number and type of affordable housing units, the input of the community relating to the proposed development, and the type of units proposed (including whether serving populations with special needs, such as elderly, disabled, homeless, etc).
2. **Affordability and Targeting**: the level of affordability and the ratio of affordable units to the overall number of units proposed and what type of services and amenities the development proposes.
3. **Applicant Capacity and Project Plan and Design**: the extent to which the project design accounts for innovative design which includes green building features and greenspace and blends in esthetically with surrounding buildings' architectural features. The project's access to needed services, i.e. bus line, groceries, etc.
4. **Financial Structure**: construction cost per unit, financial strength of the project, project development cost, type of funding request (loan vs. grant), readiness to proceed
5. **Other Factors that may be considered**: consistency with Comprehensive Master Plan and Unified Development Ordinance. The level of city funding through various city programs being requested in relation to the overall cost of the project.
6. **For Rental Workforce Housing**: Monthly rent as a percentage of the income shall be at 20% or above.

**The narrative information above is taken from the HDF Criteria posted on the City's website, along with the application, at the following links:**

HDF Criteria:

<https://bloomington.in.gov/sites/default/files/2018-10/Housing%20Development%20Fund%20Criteria.pdf>

HDF Application:

<https://bloomington.in.gov/sites/default/files/2018-10/Housing%20Trust%20Fund%20Application%20v2.pdf>

24. Ditto some of questions/requests of other Council Members ... How can we move forward in creating a comprehensive Housing Strategy for the City? I would envision such a strategy including guidance on zoning, permitting processes, priorities for use of tax abatements, priorities for using federal/state dollars, and so forth. What other elements should we include?

The administration does not recommend another strategic goals-setting process for the City in the immediate future. Over the past several years, many guiding documents have provided strategies on affordable housing development in Bloomington. These publicly developed documents include the City's 2018 Comprehensive Plan update, the 2019 "Working Hard, Falling Behind" report that focused on general affordability in our community, and the 2020 Bloomington Housing Study paid for by HAND at a cost of \$50,000 to follow the larger regional study commissioned by Regional Opportunities Initiative, Inc. (ROI) in 2019.

These documents together provide the strategic goals for the City to execute in the coming years. If we are to value each of the documents and absorb the strategic goals within them, we must focus on the execution of those goals and constantly ask ourselves (and be able to answer) the following questions -- all with the sense of urgency that is required by this work:

- 1. How are we assisting those who are most at risk of housing insecurity, such as the unhoused in our community?** *(This question and associated goals will largely be informed by the 2021 Housing Insecurity group's Heading Home Initiative Plan.)*
- 2. How are we increasing the production of rental and owner-occupied homes in Bloomington for future residents?**
- 3. What are we doing to keep residents (renters or owners) in their homes if they want to remain in them?**

These three questions also have helped form the three areas of funding for the large housing-focused portion of the City's American Rescue Plan Act (ARPA) dollars presented during our departmental budget hearing:

- 1. Assist the Unhoused or Housing Insecure**
- 2. Develop Rental Housing**
- 3. Increase Homeownership**

In summary, the administration plans for the HAND Department to prepare an update on the Administration's execution of strategic housing goals in these documents for the City Council. This report could be presented at a council meeting before the end of 2021, and would draw largely from the 2018 Comp Plan and the 2020 Housing Study in order to more narrowly focus goals on which to provide updates. In addition to reporting on city-specific strategic goals, the report can also include discussion of our regional role in advancing the cause of affordable housing. This can also be done with the required annual reporting to the Council on activity in the Housing Development Fund.

In the meantime, the department invites conversations with Council members and other community housing stakeholders.

### **Links for reference:**

2018 Comprehensive Plan (Housing and Neighborhoods section, page 58):

<https://bloomington.in.gov/sites/default/files/2018-04/Final%20Council%20Amended%20CMP%20%20Web%202.pdf>

2019 Hoosier Uplands Regional Housing Study/Monroe County-specific report:

<https://regionalloppportunityinc.org/src-content/uploads/2019/09/08.-monroe-county-1.pdf>

2019 Working Hard, Falling Behind: a report on affordability (Chapter 1: Housing, page 21):

[https://bloomington.in.gov/onboard/reports/download?report\\_id=106](https://bloomington.in.gov/onboard/reports/download?report_id=106)

2020 Housing Study (Chapters 2 and 3 discuss strategies and start on page 61):

<https://bloomington.in.gov/sites/default/files/2020-08/BloomingtonHousingStudy2020.pdf>

2021 Heading Home Initiative Plan:

<https://www.monroeunitedway.org/HeadingHome2021>

**Additional guiding documents for the City of Bloomington/HAND Department** with respect to the execution of strategy and adherence to federal funding regulations are our HUD Consolidated Plan (2020-2024) and our Annual Action Plans. HUD planning documents can be found here: <https://bloomington.in.gov/departments/hand/consolidated-plans>.

## **Economic & Sustainable Development:**

### **Piedmont-Smith:**

25. I would like to see a report on the implementation of Sustainability Action Plan goals thus far prior to voting on the 2022 budget. It seems to me we need more staff focused on implementation of the Plan.

Attached is a draft chart (titled [Question 25, SAP](#)) that reflects activities with the respective budget goal and progress update for the past 18 months (2019-2021). ESD looks forward to providing additional updates and information to Council in October as part of the Sustainability Action Plan and Climate Action Plan presentations.

## **Parks and Recreation:**

### **Piedmont-Smith:**

26. Which Parks programs are subsidized (not covered by user fees), and by how much?

The chart below reflects department program areas, many of which generate general fund revenue. Program units with no- to low- cost-recovery goals are areas with the most community benefit that rely heavily on other non-program revenues (such as taxes). Program units with higher cost-recovery goals are areas with mostly to highly individual benefit that rely more heavily on program revenues outside of the Parks General Fund.

<b>Program</b>	<b>Expense Budget Request</b>	<b>Less Revenues</b>	<b>Subsidized \$</b>
Administration	\$811,921	\$500	\$811,421
Marketing	\$510,622	0	\$510,622
Health/Wellness	\$94,976	0	\$94,976
Aquatics - Bryan Park Pool	\$270,351	\$152,000	\$118,351
Aquatics - Mills Pool	\$154,020	\$29,000	\$125,020
Frank Southern Center	\$380,638	\$213,000	\$167,638
Golf Services	\$833,783	\$699,000	\$134,783
Natural Resources	\$413,567	0	\$413,567
Youth Services	\$68,969	0	\$68,969
Youth Services - Kid City	\$8,192	0	\$8,192
Twin Lakes Recreation Center	\$305,962	0	\$305,962
Community Events	\$402,727	\$13,500	\$389,227
Community Events - Gardens	\$73,184	0	\$73,184
Farmers' Market	\$100,695	0	\$100,695
Adult Sports	\$317,727	\$16,000	\$301,727
Adult Tennis	\$7,597	\$0	\$7,597
Youth Sports - Winslow	\$243,398	\$21,000	\$222,398
Youth Sports - Olcott	\$67,459	\$4,500	\$67,959
Banneker Community Center	\$435,109	\$15,000	\$420,109
Operations	\$1,698,199	0	\$1,698,199
Switchyard Park	\$699,357	0	\$699,357
Landscaping	\$863,656	0	\$863,656
Cemeteries	\$390,681	\$35,000	\$355,681
Urban Forestry	\$508,716	0	\$508,716

**Rosenbarger:**

27. How much will it cost to build the Cascades multi-use path, as was agreed?

In funding the Bicentennial Bond programs, numerous specific projects were identified and planned, including financing a planned multi-use path through parts of Lower Cascades,

whether on the road or separately. As typical in such projects, when planning and design begin, options are identified and explored. In this case, the on-road (close one lane, for example) versus separate path were both explored. The single-lane on-road option was deemed very difficult and expensive, so a full closure pilot was explored as a less expensive alternative to a separate path. Extensive public input was received before and during that pilot.

As we have not fully designed or bid the separate path project we can only provide an estimate of its cost: Eagle Ridge Civil Engineering estimated in 2019 as part of a report detailing options to build connections between the existing trail terminus near the Sycamore Shelter and Miller Showers Park that construction costs for a multi-use trail/sidepath would be around \$2.3 million.

The report examined connection options by segmenting this stretch into seven sections (A through G). The Cascades Trail Phase 5 and Streambank Stabilization project, being constructed now, will build approximately 0.25 miles of paved trail and add a 730-foot accessible boardwalk to the waterfall, and pull back and stabilize approximately 430 feet of streambank with limestone block, completing two out of seven sections outlined in the report (F and G).

Trail connections through Lower Cascades have occurred in several phases. One phase created a trail from Lower Cascades north to Ferguson Dog Park; another extended this section of trail to Lake Griffy. The third phase built a trail from Clubhouse Drive up the hill to Cascades Golf Course; a fourth phase has been designed that will extend the trail along Kinser Pike to Rosewood Drive.

We will continue to examine options for this key area of our city, as its connectivity is important to areas both inside and outside Cascades Park.

## **Utilities:**

### **Piedmont-Smith:**

28. Will the City commit to additional direct funding for Friends of Lake Monroe? Why or why not? Amount?

CBU does not include a direct cash contribution to the Friends of Lake Monroe (FLM) in the 2022 Budget. We do continue to provide in-kind services in support of the Section 319 grant project, and we look forward to learning about the results.

CBU's staff does not generally support direct cash funding for citizen science groups. Our funds are limited, and as a utility our job is to provide services to all our customers in a transparent and equal manner. We cannot choose who wins and who loses the fundraising game, or risk

being mired in future political disagreements owing to the relative merits of these groups or their activities. Over the past five years, CBU staff has participated in discussions surrounding the establishment of the Lake Monroe Water Fund (LMWF). As LMWF is now fully operational, CBU is not involved, and Alex Crowley now represents the City on the LMWF Board. LMWF exists specifically for the purpose of raising money for protecting Lake Monroe and its watershed -- it has no other agenda. Two members of FLM's Board serve on the LMWF Board (one represents FLM specifically, the other is a County Council representative), so LMWF is certainly able and willing to assist with future funding for FLM and others. We believe that in times of uncertain future local government revenues, a robust and independent fundraising operation is the sustainable path forward for watershed protection and restoration projects.

Our approach to this matter is similar to our Customer Assistance Program. CBU does not choose which customers receive assistance. Decisions about eligibility are made by the South Central Community Action Program, which forwards the requests to CBU staff. We prefer a similar model for efforts to preserve and protect the Lake Monroe watershed. LMWF is always free to solicit support from CBU, COB, or any other interested parties.

## **Planning & Transportation:**

### **Smith:**

29. Is there a portion of the departments' budget that will be used for an Implementation Plan or implementation activities for the Village Centers concept (P&T Budget p.7)?

No. The UDO and zoning map currently allow the redevelopment of Village Centers. The UDO zoning district that closely matches the Village Center concept is the Mixed Use Neighborhood district. The new zoning map zoned a number of these locations around the community consistent with the Comprehensive Plan's land use map. Portions of the department's 2022 budget request will focus on a corridor study consistent with the Transportation Plan, implementation of Accessory Dwelling Units (ADUs), and preliminary outreach and assessment with pending locations being considered for annexation as required by state law (e.g. comprehensive plan update and zoning map update for annexed locations).

### **Rosenbarger:**

30. What is a cost estimate for one corridor study (3rd/Atwater or College/Walnut) and how does this compare to a cost estimate for both studies? Since there would be overlap - public outreach and engagement, etc., I would like to know an estimated cost difference.

The cost of a planning level study depends on the scope of work, such as the number of public meetings, means of public engagement (e.g. a project website, in-person meetings, charrettes, social media), surveys, and other associated tasks. It also depends on the scale or area of the study. Recent planning level studies, such as the Transportation Demand Management Plan,

Transportation Plan, and the Parking Study, have costs that ranged from \$75,000 to \$125,000. Staff has looked to other communities for similar corridor study examples and given the scale and scope of work involved, we estimate one study would be in the range of \$150,000 to \$250,000, depending on the level of detail in the final deliverable. On the more expensive end, there could be aspects included that address some preliminary engineering designs that could be used in the next step: engineering design for implementation (a possible cost savings). Reducing the scale/area and scope back, the costs could be less than \$150,000 for one study. However, the cost savings may require additional costs in the next step because the necessary level of detail was fully vetted.

There may be some opportunity costs gained by conducting two planning studies concurrently, but staff estimates this cost savings would be minimal, because the management of two public engagement efforts would be significant and require the same level of detail and work. Conversely, running two corridor studies may hinder community engagement efforts and introduce confusion. Staff will look to issue a Request for Information (RFI) to solicit responses from consultants in 2022. As part of this RFI process staff could include an option for one or two corridor studies. There are no examples to draw upon to provide an estimated cost difference between one and two studies.

**Sgambelluri:**

31. Ditto some of questions/requests of other Council Members ... How can we move forward in creating a comprehensive Housing Strategy for the City? I would envision such a strategy including guidance on zoning, permitting processes, priorities for use of tax abatements, priorities for using federal/state dollars, and so forth. What other elements should we include? Please refer to the answer to Question 24. In addition, we look forward to future conversations regarding additional elements such as equity and climate change.

Many steps have been taken to tackle Bloomington's housing needs and we are fortunate to have a good foundation to work upon. Bloomington is not alone in addressing a wide range of housing needs. Nationally, regardless of a local comprehensive housing strategy, housing needs are not being met. Nascent concepts in the Planning profession are taking a deeper look at equity and how zoning standards, zoning districts, and other housing policies have done very little in regards to fair housing for low-income, immigrant, minority, non-male, and non-white populations. Climate change is causing climate migrations. Cities have experienced migrations in the past (i.e., Bloomington welcomed Hurricane Katrina refugees), but now many cities are experiencing more frequent and rapid population migrations due to fires, hurricanes, rising sea levels, drought, and excessive heat. Is Bloomington positioned to be a recipient community for



climate refugees? Equity and climate migration are two concepts that should be considered as more information becomes available in the coming years.

**Flaherty:**

32. I would like to follow up on a previous question regarding the Transportation Plan's High Priority Bicycle Network (question submitted 7-2-2021). While I appreciate the information provided so far, the answer I have received did not fully address the question. Specifically, I would like to see a list of each project in the network, with the following information provided for each:

Please see the attachment titled Question 32, Bicycle Network.

32a. the expected implementation year (it may be helpful to show anticipated design, construction, and completion years);

The implementation year is difficult to anticipate beyond a year or two because funding is annually appropriated. Additionally, unforeseen design challenges associated with utility relocations, possible right-of-way acquisition, public engagement, bidding and awarding contracts, and cost of materials are all highly variable. The estimated costs are from \$50,000 to \$3,000,000 and range from just over a tenth of a mile to just over a mile. This adds complexity and further complicates providing an expected implementation year. Therefore, no implementation year is provided. Rather, projects that have funding secured provide a nearterm implementation time frame. There are 32 projects listed and of these 12 projects have or will be completed with funding secured.

32b. the estimated project cost (if in phases or separate parts, please list those); and  
Estimated costs are provided for each project and phases are also identified. Priority Bicycle Network Projects are broken out further into implementation phase 1 (1-3 years) and phase 2 (4-6 years) based upon the Transportation Plan.

32c. funding source (if known; or if not yet known, what options are most likely).

A column on the spreadsheet indicates known funding sources for the "funded" projects. Unfunded projects do not have all funding sources identified at this time.

33. Additionally, if implementation of a project is (or will be) only partial, please include this information too. This level of detail is important as one factor in understanding whether or not to allocate additional money (and how much) to sustainable transportation infrastructure in the annual budget, as contemplated by the Transportation Plan.

Each year staff adjusts and evaluates annual and longer-term funding needs for federally funded projects. ARPA funds in 2022 are being used to supplement funding gaps. Projects over

\$1,000,000 are more complex to secure funds as they generally use multiple sources. The estimated costs do provide context for projects that will likely need multiple funding sources.

## **Engineering:**

### **Piedmont Smith:**

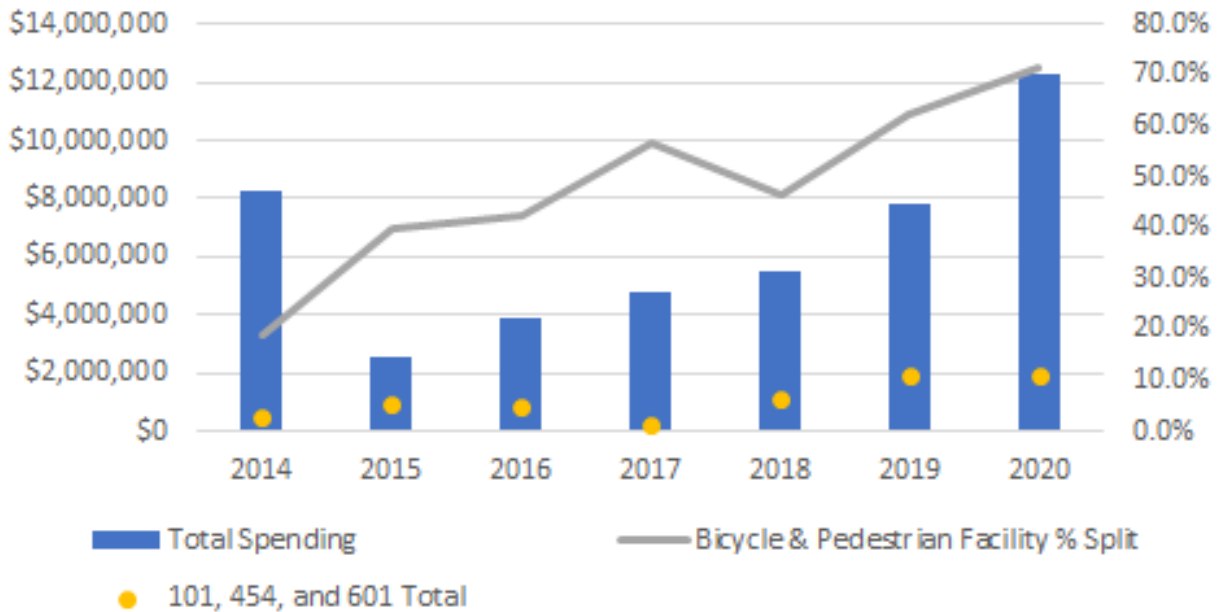
34. The chart presented by Andrew Cibor about spending on bike/ped projects was very interesting. It seems to me that it was not a full representation of spending on car-centered projects. Could I have a full list of capital funding spent on car infrastructure (excluding parking) in the last few years (Engineering, Public Works) for comparison?

The chart titled, “Engineering’s Capital Project Yearly Spending” (copied below for reference) was a full representation of spending on capital projects led by the Engineering Department over time and illustrates a growing trend toward significant investment in new and/or improved bicycle and pedestrian facilities within the city.

The new table below combines the Engineering Department capital project spending (generally focused on new facilities) and the Public Works Department-Street Division budgeted investments (generally focused on maintaining existing facilities) towards transportation infrastructure in 2019 and 2020. As a reminder, these values are estimates compiled by staff to illustrate general proportions and trends. It’s important to note limitations in the comparisons: for example, repaving a street may support not just car users, but also a busy bus lane, and may repave an active bike lane as well. Nonetheless it is tallied as funding a motor-vehicle or “car-centered” project in total. We look forward to continuing to refine data collection and reporting to facilitate improved analysis and policy decisions.

<b>Engineering and Public Works (Street Division) Transportation Infrastructure Investment</b>				
<b>Year</b>	<b>Motor Vehicle Facility (\$)</b>	<b>Bicycle &amp; Pedestrian Facility (\$)</b>	<b>Total (\$)</b>	<b>Bicycle &amp; Pedestrian Facility Split (%)</b>
2019	\$11,066,321	\$5,446,176	\$16,512,497	33%
2020	\$10,984,384	\$9,621,152	\$20,605,537	47%

## Engineering's Capital Project Yearly Spending



35. During the hearings, I asked about sidewalk blockages during construction, and Andrew said he would report back.

The question whether the City has noticed a trend in reduced sidewalk blockages as reported in uReport arose in connection with right-of-way use regulations that were approved by City Council at the end of 2020. For reference, uReport contains a “Blocked Sidewalk” reporting category; the issues reported in this category are wide-ranging (e.g., vegetation, temporary construction, scooters, mud, parked vehicles, etc.) which makes answering the question’s intent a bit challenging. That said, in 2021 the City received 161 Blocked Sidewalk uReports through the end of August and during that same period in 2020 there were 165.

Staff continues to work with contractors and other parties to follow city requirements when impacting the public right-of-way for construction-related activities. The enhanced enforcement tools within city code as a result of the Title 12 revisions approved in 2020 have assisted staff by providing greater incentive for parties working within the right of way to respond favorably to city requests.

## **Public Works:**

### **Piedmont-Smith:**

36. What is the total cost of the new 4<sup>th</sup> St. garage, compared to the original budget for the project?

The 4<sup>th</sup> Street garage's original budget was \$17,379,978; currently we have spent \$15.8M in claims payments. Our current projected final cost is estimated at \$16.7M, which includes all bid alternates, owner-initiated changes and unforeseen project costs.

37. Will the restrooms in the 2 new parking garages be available 24/7/365? If not, why not?

The bathroom facilities in the Trades District Garage and 4<sup>th</sup> Street Garage are planned to be open to the public from 6:00 a.m. to midnight, 7 days a week (18 hours a day). Parking Facility staff will manage the cleaning of the 4 public restrooms and monitor safe occupancy, along with cleaning each garage and other duties assigned in order to maintain 2,059 garage parking spaces. We do not presently have sufficient overnight staff to accomplish the monitoring and cleaning necessary during that six-hour period overnight. We look forward to reviewing the use and demand for restroom facilities as they are opened and operating.

37a. (not a question but a comment) Given the number of people experiencing homelessness, it is important to provide restroom facilities available at all times.

**Rosenbarger:**

38. A number of us have been trying to get an answer to the question, "to what extent does the City currently subsidize structured parking?" I appreciate receiving the debt payments for each garage.

Operations and maintenance of structured parking are covered by parking revenues. The only additional funding comes from TIF revenue and the RDC, which can be used to cover debt service for bond or lease payments, new public infrastructure or other public improvements, including new parking facilities that are located in or connected to the Consolidated TIF allocation area. TIF funding may not be used to subsidize or cover maintenance or operational expenses. More details can be found below in the answer to Question 39.

39. In order to know the answer to the question, can you please provide the annual expenditures for operations and maintenance of each garage?

The expenditures for operations and maintenance of each garage are aggregated for the four facilities in the budget, not tracked per individual facility. Here is a breakdown of what is included in each category with 2022 financial projections:

Daily Operations: **\$422,703/4 garages + Personnel \$734,014** includes the following:

- Personnel
- Supplies-Office/Cleaning
- Fuel
- Uniform/Tools
- Telephone

- Postage
- Printing
- Electric/Plumbing/Gas
- Hardware & Software
- Vehicle Repair
- Equipment/Equipment Repair
- Worker's Comp
- Insurance

Maintenance: **\$373,300/4 garages** includes the following areas:

- Elevators
- Glass Repairs/Replacement
- Fire Alarm Monitoring
- Call Monitoring Service
- Damage to Equipment
- Plumbing
- Ice/Snow Removal
- Sign Repair Replacement
- Painting
- Walnut Street garage repairs per CE Solutions 2018 report recommendations
- Stair repair/upkeep for Morton & Walnut Street garages
- Garage Preventative Maintenance

**2022 RDC/TIF funded debt service lease payments total \$681,552. This is the “subsidy” outside of parking revenues used to pay for structured parking annually and is a debt service obligation.**

40. Can you provide the revenue amount from the parking meters and the garages?

Projected Meter Revenue (Fund 455) for 2022 = \$2.4M

Projected Annual Garage Revenue (Fund 452) for 2022= \$2M

**Flaherty:**

41. I would like to follow up on a previous question regarding revenues and costs of City-owned structured parking. While I appreciate the information provided so far, the answer I have received so far did not fully address the question. Specifically, I would like to see a list of each City-owned parking garage, with the following information provided for each as a stand-alone unit (based on pre-pandemic data or other relevant estimates):

Please refer to the answers to Question 39. Collectively, 2018 financials for three of the garages are shown below for operational and maintenance costs pre-pandemic.

41a. Annual Operation costs;

2018 \$517,613

41b. Annual Maintenance costs;

2018 \$701,883

41c. Annual Capital

2018 \$355,121

41d. Annual Transfers (transfers from Parking Meter Fund to General Fund to pay for a parking customer service representative)

2018 \$ 60,312

41e. Annual debt services lease costs (with sunset date); and

2018 Debt Service lease payments totaled \$661,986

2018 Morton Street Garage = \$436,866 and sunsets January 2034

2018 Walnut Street Garage = \$225,120 and sunsets February 2031

2018 Fourth Street Garage paid off = \$0.00

41f. annual revenues.

2018 \$1.49M

41e. (not a question but a comment) The level of detail is important (a) to understand how we are prioritizing city funds vis-à-vis our Comprehensive Plan goals, and (b) to inform possible recommendations or policy modifications in the 2022 or future budgets.

42. Will the City either bring legislation to change, or support a change, to the neighborhood residential parking permit program to include (at least) small-scale multifamily units as eligible permit holders in neighborhood zones? This is both an equity issue and a City (foregone) revenue and budgeting issue, since parking data demonstrate that many zones are substantially under capacity for permit sales.

The Administration encourages any such changes/proposals to be considered by and go through the council-created Parking Commission. The Parking Services Department welcomes discussion and consideration of this issue.

43. Approximately how many households utilize the City's "free" (to households) leaf collection service?

Of the roughly 13,200 households eligible to have their leaves vacuumed, staff estimates that at least 6,600 of them actually use the vacuum service. For 2021 staff plans to implement a tracking program to identify the number of households participating.

43a. What fund (or funds) does the money to implement this program come from?

The vacuum leaf collection program is funded by the State of Indiana's Motor Vehicle Highway (MVH) and Local Road and Street (LRS) accounts. These distributions are made possible due to fuel taxes, vehicle registration costs, and other transportation-related fees.

The vacuum leaf collection is only **one** program funded by this account. In FY2017-2020, the account decreased by an average of \$316K/year. We saw a rebound in FY2021; however the total amount was still \$500K less than FY2017 (not adjusted for inflation.)

Source:

<https://www.in.gov/auditor/departments/local-government/local-motor-vehicle-highway-mvh-and-local-road-and-street-lrs-account/> As we strive to meet our greenhouse gas emissions reduction goals, we expect disbursement from the account to continue to decrease year over year.

43b. What other expenditures can this fund (or funds) legally be used for?

Per state statute, MVH & LRS funds can be used only for street and roadway improvements, repairs, maintenance and preservation.

43c. Are there any plans to change how this program is administered in 2022?

If the "1,000 Households Who Mulch" innovation project is successful, approximately \$195K-\$395K of the MVH & LRS funds previously used for residential leaf vacuuming could be used for other street and roadway improvements, repairs, maintenance, and preservation. The remaining approximately \$315K would be used to maintain two trucks for a fee-based on-demand residential vacuum collection and to keep the downtown area clean; and to offer a robust program of education, materials, access to tools, and access to targeted physical support to help homeowners and rental property owners mulch and compost as much as possible in their own yards.

44. If Public Works implemented a user-based system for leaf collection in 2022, what would this look like and what would it cost to implement? In other words, only those households who actually utilize the leaf collection service — which excludes those who compost, mulch in place,

most people who live in multifamily dwellings, etc. — would pay for it in such a system. Could it be revenue neutral (i.e., fees cover costs)?

Of the roughly 13,200 households eligible to have their leaves vacuumed, staff estimates that at least 6,600 of them actually use the vacuum service. If we did not change the program and charged for the vacuum leaf collection service (which costs \$510-\$710K/year to operate), that would amount to roughly \$77-107/household/year to break even. However, this strategy does not improve our ability to keep our leaves out of streets, sidewalks, and storm drains; and does not meet our residents' desire to have a leaf management strategy that aligns better with when leaves actually fall. By contrast, a system used by all 13,200 households, with the potential to be offered to landscapers and rental property owners, would cost each entity less than \$20/year to operate.

45. As made clear in answers (via email) to questions from 7-2-2021, the City currently spends a little more than \$1M from the General Fund in a typical year to support sanitation services. That is, costs exceed revenues by more than \$1M for the sanitation services system. Since only some households benefit from the system and many do not benefit (e.g., all multifamily households who live in buildings with more than four units), a more equitable approach would aim for revenues equal to costs. (I believe the annual cross-subsidy is something like \$75 per household.)

45a. If we take it as a *given*, for the sake of this question, that the City wants to pursue this revenues-cover-costs approach, how would Public Works recommend doing so programmatically?

If this approach were taken, the recommendation would be for council to increase rates, and do so in the same manner as they were created, i.e. the smaller the cart size the lower per gallon cost for solid waste disposal. This would then also capture the recent cost increases for recycling collection and processing.

45b. What changes would be necessary from a legal and technical perspective?

The original legislation passed by the council included a price range per cart size, which would need to be updated/amended by council.

46. Following up on the previous question, a “pay-as-you-throw” trash collection system could also help deliver a more equitable payment structure, as well as a system that incentivizes waste reduction.

46a. What needs to change from a legal and technical perspective to implement a pay-as-you-throw system?



Implementing a truly pay-per-tip program would require an ordinance update, as well as additional technological improvements that have shown to be unreliable in other communities. The current fee structure has been applauded by solid waste management experts in two ways: one, by having three cart sizes (including the smallest 35-gallon size), and two, by having an escalating cost structure per gallon for solid waste disposals are both strong incentives to encourage waste reduction. In the end, the current structure has elements of pay-as-you-throw built into it. In addition, the current system has been shown through the community survey to be one that the community appreciates and supports. What we have found in the last several years since implementing our modernized program is that true pay-per-tip programs have too many variables to be successful.

#### 46b. What barriers exist?

While first examining the major changes to our sanitation system in 2016 and 2017, the concept of pay-as-you-throw was discussed extensively. The software vendor at the time, with which we no longer have a business relationship, oversold and inaccurately described the ease of using this approach.

- While both RFID and GPS technologies are in place, communities have found the combination of the two to be unreliable in pay-per-tip scenarios due to many factors. This type of system needs 100% accuracy and we cannot envision scenarios where we are confident of anywhere close to 100% accuracy. In core neighborhoods in particular, this becomes an operational challenge that we are not confident can be overcome.
- Lack of revenue predictability. Although we have current data on household habits, moving to a pay-as-you-tip program will likely influence habits in an unpredictable way. While this could be overcome with a great deal of financial flexibility in the first few years of a pay-per-tip system, the factors in the bullet point above far outweigh this issue.
- Solid waste volumes would need to be weighed to have a pay-per-tip program that would accurately capture the objectives of such a system and that technology does not exist in the solid waste industry.

#### **Sims:**

47. (Innovation Dir.): Urgency with the Wildlife Management Report (in 2021-2022), prefer full report by 1Qtr. 2022. An urban deer count needs completed ASAP to determine migration patterns and whether sterilization methods (non-lethal program) can work on this neighbor problem. This is also a public health issue.

The wildlife management document will focus primarily on nuisance wildlife conflicts in the city and best practices for preventing and/or managing these conflicts, including public health aspects. It will be a broad report rather than a specific look at one particular species.

In response to deer in general, the work done by the Deer Task Force continues to hold up over time. At this point, this work continues to be an accurate reference for options and cost for management. The documents and summaries from this task force can be found at <https://bloomington.in.gov/boards/deertaskforce>.

### **ADDENDUM with additional information:**

#### **Parking Cash-out Options**

The question of the City pursuing a parking cash-out option was not included in the list of budget questions from Council, but significant discussion about this topic occurred during the oral presentations and subsequent communications. For that reason, we have prepared the following response regarding the City's implementation of a parking cash-out program.

#### **CONTEXT**

- The Assistant Director of Sustainability conducted a "Commute to Work" survey in 2018. [You can see a summary of the results here.](#) The survey has some limitations, but it *does* suggest that most folks are driving alone to work out of convenience AND are open to changing that habit.
- The more recent [2020 Transportation Demand Management \(TDM\) Plan](#) confirmed the findings of the 2018 "Commute to Work" survey and recommended 32 strategies, one of which was a parking cash-out. The Plan does not recommend that the City *start* with the parking cash-out program.
- The top four strategies recommended for the biggest impact from the TDM Plan were (in the order they recommended):
  - a. Promoting the goals of the TDM Plan, or creating awareness of the "why"
  - b. Implementing a carpool matching system for all downtown workers
  - c. Offering a "guaranteed ride home" option for downtown workers who would need to get home (or a school, or the hospital, or a relative's house, etc.) in a hurry in case of an emergency.
  - d. After leading with such "carrot" programs, consider increasing the downtown parking permit prices in public garages and lots
- When the TDM Plan was created, no one could have known that the City would effectively experiment with 100% telecommuting (for those whose jobs would allow it) *and* see some good success from it. So, the option of extreme telecommuting -- arguably

the cleanest and least carbon-intensive of all the options -- was not included in the “top four,” but is something that we are already encouraging and exploring.

## **RECOMMENDATIONS**

1. **There is not a need for a new survey.** We’ve done enough surveys to know that employees ARE interested in changing how they get to work if the barriers they’ve identified can be overcome.
2. **Consider additional steps before trying a cash-out program:**
  - a. ***Gradually raise the price of employee parking permits*** and earmark most of the revenue for projects to address known barriers to shifting modes (identified in both the Commute to Work survey and the TDM plan).
  - b. ***Evaluate the impact of new and ongoing telecommuting agreements on commuting.*** HR is currently reviewing all employee telecommuting agreements. More people telecommuting regularly in and of itself would make a big difference in decreasing our carbon expenditure.
  - c. ***Start promoting the TDM Plan goals, or tell the story of “why” we want people to move away from riding to work in their cars by themselves.*** Starting with “why” greatly reduces the amount of challenge and interference with change. We could engage with Wells & Associates (the folks who created the TDM plan) to do this work or wait until a TDM Manager is onboard.
3. **Hire the TDM Manager (or if needed retain Wells & Associates in interim).** Have them work through the TDM Plan goals in order of potential impact keeping in mind that we need a good mix of things that will promote and incentivize positively, and some things that will make it harder for people to continue their current habits (the “carrot” and the “stick”).

**DRAFT Prioritized SAP/ CAP Goals for 2021-2022**

**Council question #1 1. Based on the budget hearings and numerous past conversations with City staff, I am concerned about our progress and approach in implementing the City's Climate Action Plan (CAP). It seems we may lack capacity to fully imple**  
**1a. How many actions from the CAP have already been implemented or initiated and what are they (please list by them by their corresponding number; e.g., TL-I-1)?**

**1b. How many actions from the CAP do we expect to implement in 2022 and what are they (please list by them by their corresponding number; e.g., TL-I-1)?**

**This chart reflects activities in progress or planned to achieve both the Sustainability Action Plan (active 2018-2023) and the Climate Action Plan (2021-2030) goals. Progress initiated towards each action is listed under "action progress."**

Category	Plan	Goal	Strategy	Action	Action Description	Plan Year/ Phase	Action Progress
<b>City Operations Goals: Ongoing</b>							
City Operations	SAP	GOAL 8.2: The City of Bloomington will reduce non-renewable energy use in City owned and operated facilities 12 percent by 2023, relative to a baseline usage of 155,282 MMBTUs in 2015		8.2.a.	Establish a consistent methodology and process for monthly reporting of individual building energy usage and cost data	2019	Energy and natural gas use for top facilities is being tracked through utilization of third party software
City Operations	SAP	GOAL 8.2: The City of Bloomington will reduce non-renewable energy use in City owned and operated facilities 12 percent by 2023, relative to a baseline usage of 155,282 MMBTUs in 2015		8.2.b.	Develop an implementation plan to achieve energy use reductions outlined for this goal	2019	Plan based on facilities conditions index, long range capital facilities planning, and availability of funding
City Operations	SAP	GOAL 8.3: The City of Bloomington will reduce non-renewable City fleet vehicle fuel use 5 percent by 2023, relative to a baseline usage of 40,540 MMBTUs in 2015		8.3.a.	Establish consistent methodology and process for monthly reporting of fleet fuel usage and cost data	2019	Available based on Lucidity asset management system deployment
City Operations	SAP	GOAL 8.6: The City of Bloomington will establish a baseline and waste diversion rate for applicable City facilities by 2020		8.6.c.	If the City Hall pilot succeeds, expand composting opportunities to at least two additional City facilities	2019	Increasing publicly available drop off stations- new Earthkeepers cabinets now available at Bryan Park and Switchyard Park
City Operations	SAP	GOAL 8.7: The City of Bloomington will review and revise the City Hall Sustainable Purchasing Policy, expand to other facilities and track compliance by 2021		8.7.a.	Establish annual reporting process for Sustainable Purchasing Policy (SPP) compliance through City of Bloomington Data Portal	2019	Update to sustainable purchasing policy starting with green fleet procurement guidelines
City Operations	SAP	GOAL 8.3: The City of Bloomington will reduce non-renewable City fleet vehicle fuel use 5 percent by 2023, relative to a baseline usage of 40,540 MMBTUs in 2015		8.3.b.	Conduct analysis of fleet to right-size vehicles and fleet size; identify near-term opportunities for fuel-efficient and lower-emission vehicle replacements	2020	Analysis conducted and will be integrated into development of green fleet policy with input from Electrification Coalition
City Operations	SAP	GOAL 8.3: The City of Bloomington will reduce non-renewable City fleet vehicle fuel use 5 percent by 2023, relative to a baseline usage of 40,540 MMBTUs in 2015		8.3.c.	Develop and implement a policy to maximize fuel efficiency by vehicle type, eliminate unnecessary vehicles and usage, and prioritize electric and hybrid vehicles	2020	Green fleet policy to prioritize procurement of hybrid or electric vehicles in process
City Operations	SAP	GOAL 8.9: The City of Bloomington will decrease the percentage of employees commuting to work in single-occupancy vehicles to 80 percent by 2023, compared to a baseline of 82 percent in 2018		8.9.b.	Review and improve commuter benefits for non single-occupant vehicle modes of commuting (i.e., not driving alone)	2020	Review of commuter benefits will be conducted when Transportation Demand Management position is filled.
City Operations	SAP	GOAL 8.10: The City of Bloomington will eradicate all invasive plants from priority municipal building landscapes by 2023		8.10.a.	Develop an inventory of invasive plants for removal at all prioritized City facilities and properties	2020	Landscaping crew of Parks continually working to remove invasives, see below.
City Operations	SAP	GOAL 8.10: The City of Bloomington will eradicate all invasive plants from priority municipal building landscapes by 2023		8.10.b.	Replace invasive plants with native species at prioritized City facilities and properties	2021	Landscaping crew replacing invasives with native species. Goal for 2021 is to Remove 50 acres of invasive woody vegetation (B-Line Trail, Bryan Park, Upper and Lower Cascades Park, Griffy Lake Nature Preserve, Leonard Springs Nature Park, Olcott Park, Southeast Park), by December 31, 2021.
City Operations	SAP	GOAL 8.2: The City of Bloomington will reduce non-renewable energy use in City owned and operated facilities 12 percent by 2023, relative to a baseline usage of 155,282 MMBTUs in 2017		8.2.d.	Identify and implement air process upgrades, improving energy wastewater treatment plant efficiency	2023	Utilities improving wastewater treatment plant efficiency
City Operations	SAP	GOAL 8.4: Bloomington Transit will reduce non-renewable fuel use 5 percent by 2023, relative to a baseline usage of 31,417 MMBTUs in 2015		8.4.a.	Begin testing alternative fuel/electric buses; make recommendations for changes to fleet to reduce fuel use and associated emissions	2023	Bloomington Transit replacing 3 35-foot 2008 diesel buses with 3 35-foot battery-electric buses, as well as charging stations for the buses and installation of the charging stations. Total cost for this project is \$3.12 million.
<b>Climate Change &amp; Adaptation Goals: Ongoing</b>							
Climate Change & Adaptation	SAP	GOAL 1.1: Reduce community GHG emissions 11 percent by 2023, relative to a baseline of 1.3 million metric tons of GHG emissions in 2018		1.1.c.	Implement Solarize Bloomington with the Solar Indiana Renewable Energy Network (SIREN) to aid residential low cost solar installations	2019	17 completed in 2021 by Whole Sun Designs, vendor will be MPI solar for information sessions for remainder of 2022.
Climate Change & Adaptation	SAP	GOAL 1.1: Reduce community GHG emissions 11 percent by 2023, relative to a baseline of 1.3 million metric tons of GHG emissions in 2019		1.1.d.	Achieve designation as a SolSmart community by taking steps to streamline development requirements and encourage local solar markets	2019	Started process of SolSmart designation through participation in IU ERI cohort.
<b>Climate Economy Goals: Ongoing</b>							

**DRAFT Prioritized SAP/ CAP Goals for 2021-2022**

Climate Economy	CAP	Goal CE 1 Build marketplace climate resilience.	Strategy CE 1-B: Accelerate the transition to a carbon free local economy.	CE1-B-2	Explore the development of a job training and entrepreneurial development program similar to Operation Fresh Start. Program to focus on developing green jobs skills within vulnerable and underserved populations in local sustainable agriculture, energy efficiency audits and upgrades, renewable energy, and other skills that support the goals of the CAP.	1	Will evaluate to determine whether appropriate to include as part of Recover Forward new jobs. Parks and Public Works have utilized Centerstone clients for staffing.
<b>Ecosystem Health Goals: Ongoing</b>							
Ecosystem Health	SAP	GOAL 7.2: Remove 100 acres of invasive plants on public lands and 100 acres on private lands by 2024		7.2.c.	Include requirements for native plants in all future landscaping plans	2020	Will review with Parks to determine whether policy necessary
Ecosystem Health	SAP	GOAL 7.2: Remove 100 acres of invasive plants on public lands and 100 acres on private lands by 2025		7.2.d.	Create native plants demonstration and education sites with plant details at Switchyard Park and/or other City parks	2020	Native plant education continuing to happen virtually on Parks social media, as well as native plant sale with MC IRIS
Ecosystem Health	SAP	GOAL 7.2: Remove 100 acres of invasive plants on public lands and 100 acres on private lands by 2028		7.2.g.	Develop and implement prioritized plans for removal/ management of invasive species on public properties, emphasizing Griffy Lake, Leonard Springs, Upper Cascades, Lower Cascades, and Olcott Park	2023	Landscaping crew replacing invasives with native species. Goal for 2021 is to Remove 50 acres of invasive woody vegetation (B-Line Trail, Bryan Park, Upper and Lower Cascades Park, Griffy Lake Nature Preserve, Leonard Springs Nature Park, Olcott Park, Southeast Park), by December 31, 2021.
<b>Energy &amp; Built Environment Goals: Ongoing</b>							
Energy & Built Environment	CAP	Goal EB 1 Increase distributed renewable energy to 250,000 MWH of total generation annually by 2030.	Strategy EB 1-B: Support and accelerate installation of on-site solar PV to 250,000 MWH of total generation citywide annually by 2030.	EB1-B-1	Identify the "Solar Top 50" commercial/industrial properties within the city and produce detailed solar feasibility assessments for each site. Assessments to include potential solar generation and economic performance and return on investment estimates, information on financing and ownership models, and next step resources. Provide solar assessment reports to properties, free of charge, and conduct an informational workshop to assist building owners and businesses in understanding the assessments and next step potential. "Solar Top 50" assessment effort could be repeated annually, particularly through 2025.	1	Evaluating cost required and available funding.
Energy & Built Environment	CAP	Goal EB 1 Increase distributed renewable energy to 250,000 MWH of total generation annually by 2030.	Strategy EB 1-B: Support and accelerate installation of on-site solar PV to 250,000 MWH of total generation citywide annually by 2030.	EB1-B-3	Continue to sponsor a community-wide "Solarize" program for residential group purchase of Solar PV. Explore use of city staff, resources, or financing mechanisms to support the required reach of annual solarize programs to achieve long-range goals.	1	Evaluating long-term plan given net metering phase out in summer 2022.
Energy & Built Environment	CAP	Goal EB 2 Increase energy efficiency citywide 16% for electricity and 12% for natural gas of 2018 values.	Strategy EB 2-A: Increase total City owned building electrical energy efficiency 16% for electricity and 12% for natural gas of 2018 values.	EB2-A-2	Establish a policy to require all primary City facilities to benchmark and disclose annual energy consumption. Invite County, School District, and other public agencies located within the City to participate in City's facilities benchmarking and disclosure effort.	1	Energy tracking occurring with utilization of Dude Solutions energy tracking software.
Energy & Built Environment	CAP	Goal EB 2 Increase energy efficiency citywide 16% for electricity and 12% for natural gas of 2018 values.	Strategy EB 2-B: Support and accelerate energy efficiency citywide.	EB2-B-2	Work with utilities to incentivize and promote replacement of inefficient building heating and cooling equipment before end-of-life, and facilitate the bulk purchasing of efficient equipment. Goal: achieve 250 households replacing equipment annually.	1	Duke Energy increased the incentive cap for our Smart Saver Business program in Indiana is increasing from 50% to 75% of the eligible equipment cost on August 16, 2021.
Energy & Built Environment	CAP	Goal EB 2 Increase energy efficiency citywide 16% for electricity and 12% for natural gas of 2018 values.	Strategy EB 2-B: Support and accelerate energy efficiency citywide.	EB2-B-3	Establish an Energy Efficiency Upgrade cost sharing incentive program providing a 25% matching grant for qualified buildings and applicants. Coordinate grant with utility offered rebates. Goal: utilization by 60 businesses annually	1	Energy Efficiency Upgrade cost sharing goal is being funded through Recover Forward funding pending budget request.
Energy & Built Environment	CAP	Goal EB 5 Increase financing options for Energy Efficiency and Renewable Energy projects citywide.	Strategy EB 5-A: Promote Equity in Energy and Resource Costs and Ownership.	EB5-A-1	Develop partnerships with low-income and supportive housing serving organizations, the County, and the Bloomington Housing Authority to ensure that efficiency and renewable programs, incentives, and practices, meet the specific needs of these populations.	1	Bloomington Housing Authority received \$50,000 grant in 2021 from ESD to put solar on Walnut Woods facility. Installation is fully operational. Further solar expansion is in discussions.
Energy & Built Environment	CAP	Goal EB 5 Increase financing options for Energy Efficiency and Renewable Energy projects citywide.	Strategy EB 5-A: Promote Equity in Energy and Resource Costs and Ownership.	EB5-A-3	Establish a Recover Forward energy fund to invest in energy efficiency and renewable energy projects with a focus on supporting improved equity in Renewable Energy and Energy Efficiency in the community.	1	Energy efficiency and solar projects have been funded through the Recover Forward fund. Implementation is ongoing.
<b>Greenspace &amp; Ecosystem Health: Ongoing</b>							
Greenspace & Ecosystem Health	CAP	Goal G 1 Increase quantity and quality of greenspace within the community.	Strategy G 1-B: Improve the connectivity and functionality of greenspaces within the city.	G1-B-1	Enhance the connectivity of greenbelt and habitat corridors across the community, including identification and improvement of "pollinator corridors" and "wildlife corridors." See Bloomington Environmental Commission documentation on pollinator and wildlife corridors.	1	Greenways are in active construction, see Ralston/Graham Neighborhood Greenway, as well as the East 7th Greenway

DRAFT Prioritized SAP/ CAP Goals for 2021-2022						
Greenspace & Ecosystem Health	CAP	Goal G 2 Increase quantity and quality of climate adaptive native habitats.	Strategy G 2-A: Create and expand native habitat policies and infrastructure.	G2-A-1	Create a policy requiring the use of native plants in landscaping at City-owned properties unless a data-driven case can be made that such use is not appropriate.	1 No formal policy adopted at this time, native landscaping installation continuing yearly, policy will be evaluated.
Greenspace & Ecosystem Health	CAP	Goal G 2 Increase quantity and quality of climate adaptive native habitats.	Strategy G 2-B: Increase the use of native species and pollinator restoration areas.	G2-B-1	Install roadside climate-adaptive native vegetation that creates effective barriers to prevent drifting of air pollutants to adjacent schools, residences, and parks.	1 Greenways are in active construction, see Ralston/Graham Neighborhood Greenway, as well as the East 7th Greenway
Greenspace & Ecosystem Health	CAP	Goal G 3 Increase citywide tree canopy coverage by 3% of 2018 values.	Strategy G 3-B: Support and empower community partners, businesses and residents in meeting tree canopy goals.	G3-B-1	Create additional incentives for tree planting, particularly in prioritized areas within the City as established by the Citywide Ground Cover and Heat Island Assessment.	1 Plan to plant 250 trees by June 15, 2021 and 250 trees by December 15, 2021, with 50% near high-priority planting areas, as identified in 2019 urban forestry inventory.
<b>Health &amp; Safety Goals: Ongoing</b>						
Health & Safety	CAP	Goal HS 1 Educate, engage, and empower the public for climate health and safety.	Strategy HS 1-A: Improve training to address risks exacerbated by climate change.	HS1-A-1	Ensure public safety staff are properly trained to recognize and respond to physical and behavioral signs of heat-related illness.	1 Goal currently under review.
<b>Transportation Goals: Ongoing</b>						
Transportation	SAP	GOAL 3.3: Achieve bicycle and pedestrian fatality rates of zero by 2023		3.3.b.	Adopt a Vision Zero Policy to signal commitment to zero safety incidents in the community	2020 Vision Zero policy development to occur in 2022.
Transportation	SAP	GOAL 3.4: Achieve the Walk Friendly Communities Platinum level designation by 2022		3.4.c.	Implement recommended projects in 2018 Transportation Plan to increase the miles of pedestrian pathways and sidewalks that support multi-modal transportation	2020 Implementation of recommended projects is ongoing through Engineering Department, INDOT, and County projects. See MPO and City funded projects for more details.
Transportation	SAP	GOAL 3.6: Increase the use of the Bloomington Transit system 5 percent by 2023, relative to a baseline of 3.3 million transit users in 2017		3.6.e.	Collaborate with employers to provide transit benefits programs that promote use of public transit	2020 Goal will be activated when Transportation Demand Manager starts.
Transportation	SAP	GOAL 3.2: Shift the Bloomington Community transportation commute mode split to 60 percent Single Occupancy Vehicle by 2022, compared to a baseline of 62.8 percent in 2016 (as measured in the American Community Survey)		3.2.d.	Develop a program to encourage local businesses and major employers to establish commute trip reduction programs, including incentives for multi-modal transportation and an emergency ride home program for individuals who don't drive to work alone	2021 Goal will be activated when Transportation Demand Manager starts.
Transportation	SAP	GOAL 3.5: Achieve the League of American Bicyclists Platinum Rating by 2022		3.5.e.	Increase the miles of bicycle facilities, including those recommended in the 2018 Transportation Plan and Transform 2040 Plan	2023 Implementation of recommended projects is ongoing through Engineering Department, INDOT, and County projects. See MPO and City funded projects for more details.
Transportation and Land Use	CAP	Goal TL 1 Decrease on-road vehicle miles traveled (VMT) by 8% of 2018 values.	Strategy TL 1-A: Reduce single occupancy automobile use by 8% of 2018 values.	TL1-A-1	Update the City's Transportation Plan and Metropolitan Transportation Plan to incorporate reductions in carbon emissions and vehicle miles traveled, improved bicycle, pedestrian and transit service standards, and a policy requiring project evaluation to include criteria on climate, equity, economic benefit, health, safety, and cost effectiveness.	1 Metropolitan Transportation Plan includes project evaluation criteria to account for co-benefits to transportation projects.
Transportation and Land Use	CAP	Goal TL 1 Decrease on-road vehicle miles traveled (VMT) by 8% of 2018 values.	Strategy TL 1-B: Increase bicycle/pedestrian commuting from 17% to 18% by creating infrastructure to better encourage alternatives to vehicles.	TL1-B-1	Increase funding adequate to maintain and improve the existing transportation system and to invest in transportation capital projects and programs that reduce carbon emissions and improve equity.	1 Increased funding available through Bicentennial Bond Projects and Recover Forward funded projects.
Transportation and Land Use	CAP	Goal TL 1 Decrease on-road vehicle miles traveled (VMT) by 8% of 2018 values.	Strategy TL 1-B: Increase bicycle/pedestrian commuting from 17% to 18% by creating infrastructure to better encourage alternatives to vehicles.	TL1-B-2	Implement the Multimodal Projects recommendations included in the 2019 City of Bloomington Transportation Plan and BMCMPO's Transportation Improvement Program.	1 Implementation of recommended projects is ongoing through Engineering Department, INDOT, and County projects. See MPO and City funded projects for more details.
Transportation and Land Use	CAP	Goal TL 1 Decrease on-road vehicle miles traveled (VMT) by 8% of 2018 values.	Strategy TL 1-C: Increase transit utilization by 10% over 2018 passenger miles by 2030 through infrastructure and frequency investments.	TL1-C-1	Implement recommendations of the Bloomington Route Optimization Study.	1 Implementation of route optimization delayed due to covid 19. Route optimization will be reconsidered in 2022.

**DRAFT Prioritized SAP/ CAP Goals for 2021-2022**

Transportation and Land Use	CAP	Goal TL 1 Decrease on-road vehicle miles traveled (VMT) by 8% of 2018 values.	Strategy TL 1-C: Increase transit utilization by 10% over 2018 passenger miles by 2030 through infrastructure and frequency investments.	TL1-C-3	Identify and implement micro-transit options as appropriate to improve access to and accessibility of transit system for portions of the community not yet well served, particularly serving vulnerable populations.	1	Mobility-on-demand (micro-transit) service demonstration is planned for 2021
Transportation and Land Use	CAP	Goal TL 1 Decrease on-road vehicle miles traveled (VMT) by 8% of 2018 values.	Strategy TL 1-E: Encourage density and increase housing options and affordability with the goal of increasing gross density by 3% of 2018 values.	TL1-E-3	Continue assessment and review of Unified Development Ordinance for identification of zoning modifications to encourage appropriate increased density, increased community "walkability," and decreased reliance on automobile use.	1	Policy efficacy review will be ongoing.
Transportation and Land Use	CAP	Goal TL 1 Decrease on-road vehicle miles traveled (VMT) by 8% of 2018 values.	Strategy TL 1-F: Build Complete Streets; goal 10% increase in Complete Street coverage by 2030.	TL1-F-1	Review, modify, and adopt a revised BMCMPPO Complete Streets Policy to add criteria and review procedures for City funded projects. Include in the review and modification an assessment of national best practices in support of achieving the goals of the Climate Action Plan. Resource: 2018 MPO Complete Streets Policy	1	Staff completed a review of the Complete Streets policy that was approved in 2018. It was also reviewed by all three MPO committees and by the public. No changes to the policy were recommended.
Transportation and Land Use	CAP	Goal TL 1 Decrease on-road vehicle miles traveled (VMT) by 8% of 2018 values.	Strategy TL 1-G: Increase pedestrian access and safety.	TL1-G-1	Implement improvement recommendations of the 2019 Transit Stop Safety and Accessibility Assessment.	1	Public Works making improvements Making mobility enhancements to sidewalks, paths and sidewalk ramps, as well as improvements at 25 Bloomington Transit bus stops,
Transportation and Land Use	CAP	Goal TL 2 Support and encourage electric vehicle adoption, achieve 30% of vehicles sold and 15% of VMT community-wide by 2030.	Strategy TL 2-A: Transition City fleet to electric vehicle and alternative fuels (hybrid/ hybrid electric, plug in hybrid electric).	TL2-A-1	Introduce a policy to replace City fleet vehicles and buses with electric and hybrid options at the time of replacement, and require emissions standards, testing and biofuel preference for any combustion vehicles remaining in the fleet.	1	Working with Public Works on development of Green Fleet Policy.
<b>Waste Management Goals: Ongoing</b>							
Waste Management	CAP	Goal WM 1 Increase landfill solid waste diversion by 30% of 2018 values (26,500 tons of waste reduction).	Strategy WM 1-B: Increase recyclables diversion by 35% of 2018 values (from 28,000 tons - 31.7% of community mixed waste based on private hauler data - to 18,200).	WM1-B-2	Conduct outreach to determine what assistance may be needed to increase recycling, organics collection, and composting.	1	Outreach to businesses will be conducted pending funding availability.
Waste Management	CAP	Goal WM 1 Increase landfill solid waste diversion by 30% of 2018 values (26,500 tons of waste reduction).	Strategy WM 1-C: Increase diversion of potential recoverables by 33% of 2018 values	WM1-C-1	Develop and fund a waste audit and diversion assistance program for businesses. Program to support businesses in establishing tracking and reporting waste streams, identify reduction, diversion, beneficial use opportunities, identification of potential financing sources, and connect businesses with energy audit and other resources in support of full CAP goals. Goal: 60 business waste audits completed annually with businesses engaged in measuring and diverting waste	1	Technical assistance available to businesses pending funding availability.
Waste Management	CAP	Goal WM 1 Increase landfill solid waste diversion by 30% of 2018 values (26,500 tons of waste reduction).	Strategy WM 1-E: Expanded recycling and organics options for multi-family residents.	WM1-E-1	Based on results of outreach action WM1-B-2, identify financial and other barriers to recycling and composting in multi-family buildings (e. g., different priorities between property management company and tenants, lack of knowledge of costs).	1	Program for multifamily buildings set up based on funding availability.
Waste Management	CAP	Goal WM 1 Increase landfill solid waste diversion by 30% of 2018 values (26,500 tons of waste reduction).	Strategy WM 1-E: Expanded recycling and organics options for multi-family residents.	WM1-E-2	Based on results of outreach action WM1-B-2, and action WM1-E-1, explore creation of additional collection drop off sites.	1	Drop off sites for residential drop off expanded through partnerships with Earthkeepers.
<b>Water Goals: Ongoing</b>							
Water	SAP	GOAL 6.5: Decrease the number of impaired water bodies in Monroe County by 2023, compared to a baseline number of 21 in 2017		6.5.b.	Engage in marketing efforts to increase participation in voluntary stormwater pollution prevention programs	2019	Stormwater education and events ongoing through Utilities.
Water	SAP	GOAL 6.6: Eliminate all chronic sewer overflow locations, up to a certain magnitude storm event (exact metric to be determined by CBU staff)		6.6.a.	Continue to be vigilant about grease and sewer inspections to prevent one-time overflow events	2019	Grease and sewer inspections ongoing through Utilities.
Water	SAP	GOAL 6.1: Reduce Per Capita Daily Water Consumption 20 percent by 2023, relative to a baseline of 96.2 gallons in 2016		6.1.c.	Implement advanced metering infrastructure to allow remote meter readings, assist with identification of leaks, and provide customers with more detailed usage data	2020	Advanced metering infrastructure installed, data consistently analyzed.

DRAFT Prioritized SAP/ CAP Goals for 2021-2022

Water	SAP	GOAL 6.5: Decrease the number of impaired water bodies in Monroe County by 2023, compared to a baseline number of 21 in 2019		6.5.d.	Inventory and begin necessary infrastructure improvements to the stormwater system	2020	CBU's fee increase included \$400,000 for the investment in green stormwater infrastructure. Green infrastructure elements -- such as rain gardens, bioswales, and permeable paving -- slow down stormwater flow and reduce the intensity of peak flows and flooding downstream.
Water	SAP	GOAL 6.1: Reduce Per Capita Daily Water Consumption 20 percent by 2023, relative to a baseline of 96.2 gallons in 2016		6.1.f.	Explore options for implementing water rates to encourage conservation	2021	CBU water rate case ongoing.
Water and Wastewater	CAP	Goal W 4 Mitigate flood hazards and impacts.	Strategy W 4-B: Increase green infrastructure capacities citywide.	W4-B-1	Promote native landscaping to help restore and conserve natural habitats and avoid turf grass.	1	CBU's fee increase included \$400,000 for the investment in green stormwater infrastructure. Green infrastructure elements -- such as rain gardens, bioswales, and permeable paving -- slow down stormwater flow and reduce the intensity of peak flows and flooding downstream.
Water and Wastewater	CAP	Goal W 4 Mitigate flood hazards and impacts.	Strategy W 4-B: Increase green infrastructure capacities citywide.	W4-B-2	Encourage use of rain gardens at public agency sites as well as commercial and residential sites.	1	Green stormwater features on commercial sites must meet all applicable rules, regulations, standards and specifications of the City Utilities Department regarding stormwater management practices
Water and Wastewater	CAP	Goal W 4 Mitigate flood hazards and impacts.	Strategy W 4-B: Increase green infrastructure capacities citywide.	W4-B-3	Add stormwater absorption features, such as bioswales, rain gardens, and pervious pavement systems to City-owned space.	1	Switchyard Park includes stormwater absorptions such as 600 new trees, 100,000 sq. ft native plants and 1,950 hardwood trees. Other stormwater absorption features have been installed on public sites.



3. Provide a list of active contracts for consultants, including paid to date and rate info. This would include personal services assistance from individuals to aid departments, including paid to date and rate (hourly?).									
	CONSULTANT	SERVICES	NOT TO EXCEED PRICE	PAID TO DATE (As of 9/9/21)					
<b>OOTM</b>									
<b>2021</b>	Thomas Miller	PR advice for annexation	\$6,000	\$0.00	Expires 10/31/21				
	Dentons law firm aka Dentons Bingham Greenebaum LLP	Federal advocacy services for identifying and pursuing federal funding sources	\$60,000	\$0.00	6/30/22				
	Bose McKinney & Evans	Advice on ARPA funding	\$3,000/month for as long as needed	\$6,000.00	Ongoing until terminated				
	Core Planning Services (now JS Held)	Project management for garage construction (2018 through 2021)	\$766,545.00	\$531,795.31	Expires 10/31/21	RDC			
	Core Planning Services (now JS Held)	Project management for hospital site	\$117,342	\$32,751.49	Expires 12/31/21	RDC			
<b>2019</b>	Krieg Devault law firm	Indiana lobbying services	\$30,000 annually	\$102,661.00	Ongoing until terminated	Payment range 2018 - 2021			
<b>Legal</b>	None								
<b>Human Resources</b>	Monroe County Gov dba Youth Services for the Building a Thriving Compassionate Community (BTCC)	Diversity training	\$10,000	\$5,500.00					
	Center for Equity & Inclusion	Diversity training	\$158,460	\$0.00	Expires 12/31/22				
	Nyhart	actuarial services	\$10,800	\$0.00	Expires 5/32/22				
<b>Controller</b>									
	BKD	Financial Services for GAAP and Internal Controls	\$200,000.00	\$165,300.70	2017-to current				
	O. W Krohn	Financial Services for Bond, Food & Beverage Taxes and other Financial Issues.	\$502,044.38	\$324,044.38	2017-to current				
	Reedy Financial Services	Financial Services for Annexation and Long Range Planning	\$909,994.44	\$834,567.47	2017-to current				
<b>Parks and Recreation</b>									
	Rundell Ernstberger Associates	For professional consulting services for the creation of design and construction documents for Bryan Park Trail Improvements	\$18,100.00	\$8,260.51					
	Rundell Ernstberger Associates	Addendum increases compensation by \$231,630 for continued construction inspection services as the park construction continues. (REA Paid in full on original contract for consultation and supervision of SYP construction). There was an additional addendum #5 which updated the NTE amount to \$363	\$231,630.00 on this addendum, which is number 4 and stretched original contract to match delays in completing SYP by Weddle (REA Paid in full on original contract for consultation and supervision of SYP construction and prior addenda but I do not have those dollar amounts on legaltrack. I have asked Parks staff to provide status of other addenda and original NTE contract price). There was a 5th addendum added to this for a final NTE amount of 363,517.70	\$363,517.70	This contract was completed and closed in July				
	Mader Design	For consulting and survey work on the Griffy Lake loop trail project being funded by the Bicentennial Bond.	\$18,046.00	\$18,046.00	Completed in August 2021				

	Mader Design	For Goat Farm Park Master Plan Update	\$3,000.00	\$2,847.50	Completed in December 2020			
	Mader Design	For construction documents for Giffy Lake Loop Trail. There was an addendum to this contract that changed the NTE to \$107,810	\$89,764.00	\$107,810.00	Completed in August 2021			
	Western EcoSystems Technology,	To update the Griffy Lake Nature Preserve master plan.	\$17,097.00	\$17,097.00	Completed July 2021			
	Eagle Ridge Civil Engineering	Design services at Cascades Park to provide paved or stabilized multiuse paths and modify streambank for erosion control	\$172,100.00	\$172,100.00	Completed September 2021			
	Eagle Ridge Civil Engineering	To allow Eagle Ridge to work with consultants from Ball State University to complete historic landmark designation requirements.	\$35,000.00	\$1,148.08				
	Aztec Engineering	For preparation of survey and design plans for construction of new terrain trail between South Rogers Stree and South Weimer Road.	\$203,619.00	\$78,984.00				
	Eco Logic LLC	For wetland monitoring at Switchyard Park	\$26,730.00	\$16,902.61				
	Eco Logic LLC	To conduct a deer browse at Griffy Lake	\$28,810.00	\$12,543.96				
	White Buffalo, Inc.	Services related to monitoring and compliance with annual Community Hunting Access Program at Griffy Lake	\$29,475.00	\$29,011.46	Completed in February 2021			
<b>HAND</b>	None							
<b>CFRD</b>	None							
<b>ITS</b>	ESRI	ArcGIS consulting support	\$12,743	\$0.00	Expected to expire on or about 12/31/2021			
	CTE Tech & Energy	Advanced communication capabilities	NTE \$70,000					
	Presidio Quality Contracting	Mapping fiber network	NTE \$20,000					
	Presidio	ITS engineering services	NTE \$20,000					
<b>Planning</b>	None							
<b>ESD</b>	MR Consulting	Assistance in hiring TDM manager	\$5,000	\$0.00				
	Little River Consultants	Nat'l Environmental Policy Act (NEPA) consultant for federal grant application	\$30,390.00	\$24,495.00	8/15/2021			
	Core Projective LLC	Project management for convention center project, College Square, hospital reuse, and Trades District	\$138,450.00	\$63,516.25	12/31/2020			
<b>Public Works</b>	None							
<b>Risk Management</b>	Ametros	Administration of work comp annuity settlement	\$1,000	\$1,000	Completed December 2020			
	JWF Specialty, Inc.	Third party administration of work comp claims	\$78,085	\$30,690.00	cost subject to change based on claims volume			
<b>BFD</b>								
<b>BPD</b>	Davista Technologies	Review and analyze BPD statistics	\$5,000	\$5,000	Completed July 2021			

<b>Utilities</b>									
<b>2013 CBU active consulting agmts</b>	Donohue & Associates, Inc	Engineering Consultant for Hidden River Culvert Reconstruction project	515,363.00	493,082.51					
<b>2018 CBU active consulting agmts</b>	Bynum Fanyo & Associates, Inc.	IU Health-Bloomington Lift Station and offsite sewer	75,560.00	71,893.60					
<b>2019 CBU active consulting agmts</b>	Greeley and Hansen, LLC	Dillman Road design, bid and construction phases of select equipment, electrical and mechanical systems to modernize and increase the capacity of Dillman WTP capacity	\$2,614,000.00	3,140,663.88					
	Dentons Bingham Greenebaum, L	Water Rate Case	\$225,000	219,540.35					
	Crowe LLP	water rate case - revenue reqmts report	140,000	111,733.25					
	Schmidt Associates, Inc.	Roofing design for dillman, blucher and monroe	\$116,340.00	109,587.33					
	Black & Veatch	Blucher Poole WWTP Chemical Feed System Improvement	\$153,326.00	91,995.60					
	Utility Financial Solutions, LLC	Water rate case – Cost of Service Study	19,000.00	49,912.50					
<b>2020 CBU active consulting agmt</b>	Paul I. Cripe, Inc.	Winston Thomas master plan	\$77,500.00	64,619.70					
	South Central Community Action Program, Inc	income qualified relief of bill delinquency	\$5,000/year for up to three years	3,938.06					
	Wessler Engineering, Inc.	Design and Bid phase services for a new chemical feed building to house algaecide and permanganate storage and feed equipment	\$198,000.00	299,496.50					
	Dentons Bingham Greenebaum, L	representation for general utility issues assist with securing IDEM permit for biosolid disposal of sludge	\$20,000.00	18,562.50					
<b>2021 CBU active consulting agmts</b>	Resource Conservation Services, L	subsurface soil consulting re: Hidden River Project	\$1,726.00	158,763.29					
	VET Environmental Engineering, L	soil contamination at the corner of 3rd and lincoln	\$390,363.82	158,763.29					
	Stantec Consulting Services, Inc.	for cost of service study rebuttal	\$30,000.00	0.00					
	American Structurepoint, Inc	Fullerton Pike - Phase 3 Relocation	\$41,400.00	12,769.60					
	Gripp INC.	sewer flow collection consultant	\$268,630.00	11,978.36					
<b>Engineering</b>	WSP USA, Inc.	engineering services for multiple Phase 1 neighborhood greenway projects, Weatherstone, Hawthorne, Sheridan/Southdowns, Southdowns/Ruby/Nancy Covenanter	\$400,000	0.00					
	Etica Group, Inc.	preliminary engineering services for guardrail improvements at Various City locations	\$114,693	86,901.80					
	Lochmueller Group, Inc.	preliminary engineering services and ROW acquisition for multimodal safety improvements for 17th St., Monroe to Grant	\$839,745	\$565,854.22					
	Aztec Engineering Group, Inc.	design services to install new multi-use path from B-Line at N. Adams to W. 17th St.	\$883,699	\$779,938.42					
	Shrewsbury & Associates, LLC	preliminary engineering services for the redevelopment of the IU Health Bloomington Hospital site	\$1,048,880	\$21,498.65					
	HWC Engineering, Inc.	construction inspection for construction of sidewalk along E side of Adams from Patterson to Kirkwood Ave.	\$106,701	\$101,329.90			Completed October 2020		
	American Structurepoint, Inc.	preliminary engineering services for protected bike lanes on 7th St from the B-Line Trail to Woodlawn Ave.	\$344,982	333,476.16					
	Eagle Ridge Civil Engineering Svcs	preliminary engineering services for design services necessary to reconstruct curb ramps in the downtown area	\$91,300	\$10,113.26					
	Beam Longest and Neff, L.L.C.	structural inspections on a portion of existing bridges and large culverts within City limits	\$36,900	\$15,336.56					

	CrossRoad Engineers, PC	construction inspection for construction of protected bike lanes on 7th St, improve pedestrian facilities and improve transit accessibility from the B-Line Trail to Woodlawn Ave	\$233,600	\$105,548.79					
	Eagle Ridge Civil Engineering Svcs	preliminary engineering tasks for multiple Phase 1 neighborhood greenway projects as prioritized in the City's Transportation Plan	\$331,676	\$41,564.80					
	VS Engineering, Inc.	preliminary engineering services for reconstruction of W. 1st St between Fairview and College	\$720,959.03	\$90,534.23					
	VS Engineering, Inc.	temporary staff services re: design, analysis, inspections and other work as needed	\$125,000	\$118,357.72					
	Bledsoe Riggert Cooper James	design services for 2 sidewalk projects prioritized by Council Sidewalk Committee: Smith Road at Moores Pike and S Walnut	\$53,120	\$8,390.00					
	Bledsoe Riggert Cooper James	preliminary engineering and ROW services for sidewalk installation on Dunn St. (15th to 16th )	\$40,085	\$5,180.00					
	WSP USA, Inc.	design and ROW services necessary to construct multiuse path on the west side of Sare Road from Buttonwood Lane to Moores Pike	\$366,645	\$349,053.18					
	Eagle Ridge Civil Engineering Svcs	consulting services re: efforts to repair or replace curb ramps, crosswalks, street and alley pavements at various locations in the downtown area	\$86,950	\$0.00					
	Strand Associates, Inc.	construction inspection for crosswalk improvements	\$52,000	\$0.00					

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This chart reflects progress in implementing the Sustainability Action Plan which is active 2018-2023. For Climate Action Plan goals in progress for 2021 and 2022 see answer to question 1.

Category	Year	Department	Division	Activity Name	Relevant Budget Goal	SAP Strategy	Action Progress
<b>SAP GOAL 1.1: Reduce community GHG emissions 11 percent by 2023, relative to a baseline of 1.3 million metric tons of GHG emissions in 2016</b>							
Energy	2020	ESD	Sustainable Development	Renewable Energy	Evaluate the viability of creating a renewable energy goal for City Operations by end of Q2.	1.1.b Evaluate the viability of creating a community renewable energy goal	Community renewable energy goal set as part of the CAP planning process at 250,000 MWH of total generation citywide annually by 2030. See: <a href="http://www.bloomington.in.gov/sustainability/2020-climate-action-plan">www.bloomington.in.gov/sustainability/2020-climate-action-plan</a>
Energy	2020	ESD	Sustainable Development	Renewable Energy	Aid low-cost solar installations and energy efficiency measures by end of Q3.	1.1.c Implement Solarize Bloomington with the Solar Indiana Renewable Energy Network (SIREN) to aid residential lowcost solar installations	Information sessions held monthly by Solarize volunteers in virtual format for 2020 and 2021. For more information see: <a href="https://bloomington.in.gov/sustainability/solarize">https://bloomington.in.gov/sustainability/solarize</a>
Energy	2021	ESD	Sustainable Development	Solar and Energy Efficiency Loan Program	Optimize building performance for existing commercial structures by providing technical assistance and financing options for energy efficiency improvements and retrofits.	2.1.f Work with private and non-profit lenders to establish low-interest loans for small-scale energy efficiency improvements and renewable energy projects	Working with 9 nonprofits to conduct energy audits and provide technical assistance and grants for energy efficiency and/ or solar projects. Financing is available through a CDFI lender. See: <a href="https://bloomington.in.gov/sustainability/see">https://bloomington.in.gov/sustainability/see</a>
<b>GOAL 1.2: Create a community climate adaptation plan by 2022</b>							
Climate	2019	ESD	Sustainable Development	LEED for Cities	Register with and begin data collection for Leadership in Energy and Environmental Design (LEED) for Cities certification by April 30 with a goal of applying for certification by the end of 2020		LEED for Cities and Communities v.4.1. certified in February 2021
Climate	2019	ESD	Sustainable Development	Climate Vulnerability Assessment	Contract and manage a consultant to conduct a climate change vulnerability assessment for the City of Bloomington by December 31	1.2.a Conduct a climate vulnerability assessment	Climate Vulnerability Assessment completed and presented to Council September 2020
Climate	2020	ESD	Sustainable Development	Climate Planning	Distribute report for local government and community Greenhouse Gas Emissions by end of Q1.	1.1.a Establish a consistent methodology for measuring and reporting community GHG emissions	2018 Greenhouse Gas Inventory can be found at: <a href="http://www.bloomington.in.gov/sustainability/2018-greenhouse-gas-inventory/">www.bloomington.in.gov/sustainability/2018-greenhouse-gas-inventory/</a> . Presented to Council in 2019.
<b>GOAL 2.2: Increase the percentage of residential and commercial buildings using sustainable building certification programs and incentives by 2023</b>							
Built Environment	2020	Planning	Development Services	Development Permit Tracking	Generate annual development activity map by December 1, 2020 to illustrate spatial distribution of development petition activity by type.		Annual development activity map can be found at: <a href="https://bloomington.in.gov/planning/permits">https://bloomington.in.gov/planning/permits</a>
<b>GOAL 4.2: Increase the area of food gardens within the community, compared to a 2019 baseline</b>							
Food	2021	Parks	Community Events	Community Gardening	Provide gardening opportunities for community members by renting 95% (229 plots) of all available garden beds at Willie Streeter Gardens, Rev. Butler Gardens, and Switchyard Park in 2021.	Add 39 raised garden beds at Switchyard	Provided gardening opportunities for community members by renting 100% (241 plots) of all available garden beds at Willie Streeter Gardens, Rev. Butler Gardens, and Switchyard Park in 2021
<b>GOAL 4.3: Increase the percentage of food that large institutional buyers purchase from local farmers (defined as farmers in the state of Indiana) by 2023</b>							
Food	2019	ESD	Sustainable Development	Local Food Education	Implement at least 1 community event/symposium in 2019 to increase awareness about sustainability topics		Held educational film screening and panel about local food "Biggest Little Farm" at Buskirk Chumely with farmer panel
Food	2020	ESD	Sustainable Development	Local Food Education	Help to organize 2-4 grower training events for wholesale scaling and food safety by end of Q1.		5 total events organized, 4 of which by end of Q1. Helped to promote, host, and participate in 4 FSMA food safety training events with Atina Diffley from Family Farmed December 2019- February 2020. Additional food safety training event hosted in collaboration with Purdue Extension on December 15.
Food	2020	ESD	Sustainable Development	Local Food Education	Organize a grower and buyer event by end of Q4.		Held three-day intensive training program implemented with the Argus Farm Stop in January 2020 and additional meetings in Q3 and Q4 provided further engagement via the Farm Stop Steering Committee.
Food	2019	ESD	Sustainable Development	Food System Research	Develop and implement a work plan for a Value Chain Coordinator or other food/ agriculture stimulator program by December 31 to increase access to local food	4.3.c Host a community meeting with institutional buyers and local growers to identify challenges and opportunities for collaboration	2019 work plan is focused on information gathering: grower & buyer surveys, food system & food safety research.
Food	2021	ESD	Sustainable Development	Farm Stop	Open a Bloomington Farm Stop, based on the Argus Farm Stop model, by the end of Q3, to improve regional food security in case of industrial distribution disruptions in the future as with the COVID-19 pandemic.		Farm stop open starting summer 2021 for more information see: <a href="https://rosehillfarmstop.com/">https://rosehillfarmstop.com/</a>
<b>GOAL 5.1: Divert at least 40 percent of the volume of residential waste collected by City Sanitation from being landfilled by 2023</b>							
Waste	2019	HAND	Neighborhood and Citizen Involvement	Neighborhood Cleanup			Neighborhood clean up conducted in Eastern Heights and Park Ridge East - 4.41 tons ash, 1.71 tons metal, 16 tires, Park Ridge East - 8.12 trash, 1.9 metal, 14 tires
Waste	2019	ESD	Sustainable Development	Composting	Expand composting opportunities to at least 2 additional City facilities by April 30		Composting pick up services through Earthkeepers available at City Hall, Bloomington Transit, Animal Shelter, and CBU
Waste	2019	Public Works	Facilities Management	Paper Reduction	Transition to paperless work order system by July 31		All staff operating on tablets to access Lucity work order system.

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Category	Year	Department	Division	Activity Name	Relevant Budget Goal	SAP Strategy	Action Progress
Waste	2019	Public Works	Sanitation	Recycling Diversion	Reach a recycling diversion rate of 40% in 2019 to exceed the Environmental Protection Agency's (EPA) recorded national diversion rate of 35%		Due to changes in the recycling market, the Sanitation Division stopped taking styrofoam, oily pizza and wax coated boxes which resulted in an 8% reduction in the amount of recycling materials collected. It's anticipated that by the end of 2020, the amount of contaminated recycling materials placed in the containers will significantly decrease and the diversion rate will begin trending upwards.
Waste	2019	Public Works	Sanitation	Recycling Education	Increase recycling participation by 10% in 2019 through a recycling education campaign in coordination with the Department of Economic and Sustainable Development (ESD)		In October 2019, Sanitation Division mailed out 15,174 letters to the residents about the importance of clean recycling. Residents were instructed that we would begin to tag the recycling if it is not clean to avoid contamination of the loads. In November we began tagging the dirty recycling throughout the city. In first quarter 2020, we will be putting new stickers on the top of recycle bins to indicate that we are no longer accepting styrofoam.
Waste	2019	Public Works	Sanitation	Yard Waste Collection	Collect 85 tons of yard waste between April and December, increasing collection by at least 5%		65 tons of yard waste has been collected in 2019. Tonnage has decreased due to the following factors: -Staff encourages residents to compost their yard waste through customer service interaction over the phone. -Weather also plays a part in how much people dispose of yard waste. This fall was wet and cold; therefore, it resulted in a decrease of leaves being disposed of through yard waste collection.
Waste	2020	Public Works	Sanitation	Waste Management	Publish accessible data sets for sanitation route management available by December 31.		Due to COVID-19 project was significantly delayed. The hardware system is currently operational and staff is working with vendor in getting all aspects of the software system operational. This has delayed our ability to implement all of our data management and analysis goals.
Waste	2020	Public Works	Sanitation	Waste Management	Implement new route management software system by end of Q4 to develop benchmark data for solid waste and recycling participation rates.		Due to COVID-19, this project was delayed. The software system is operational and staff is working through the remaining hardware issues. Benchmark data is expected to be available for participation rates by the end of Q2 of 2021.
Waste	2020	Public Works	Sanitation	Waste Management	Achieve a minimum of 40% recycling diversion rate by end of Q4 to exceed the Environmental Protection Agency's recorded national diversion rate (currently set at 35%).		Division achieved a 32% recycling diversion rate in 2020.
Waste	2020	Public Works	Sanitation	Yard Waste Collection	Complete yard waste service between April-December, with an expected 85 tons or more of collected materials by end of Q4.		Collaboration of Innovation Team worked with Sanitation staff and residents on a pilot composting program. Division collected 64 tons of yard waste materials for composting.
Waste	2020	Public Works	Sanitation	Waste Management			Trash and recycling quantities increased: March-Dec 2019: 7194.86 tons, March- Dec 2020: 7797.26 tons, March- Dec 2019: 3154.71 tons, Recycle 3881.71 tons
Waste	2021	HAND	Neighborhood Services	Trash Clean Up	Rid each neighborhood of a minimum of 13 tons of trash or other waste materials during clean-ups by November 30, 2021.		With both cleanups, 6.39 tons of trash and metal materials were collected, along with 200 yards of brush waste.
Waste	2021	Public Works	Sanitation	Yard Waste	Reduce costs and climate impacts by no longer raking leaves in tree plots and only using limited seasonal employees for the leafing program in 2021.		Division will utilize clients from Centerstone to prepare the area ahead of the leafing equipment to ensure for continuous movement which will reduce collection time, labor and fuel costs.
Waste	2021	Public Works	Sanitation	Recycling	Achieve a minimum of 40% recycling diversion rate by end of Q4 to exceed the Environmental Protection Agency's recorded national diversion rate (currently set at 35%).		Sanitation Division's recycling diversion rate is currently at 36%.
<b>GOAL 6.1: Reduce Per Capita Daily Water Consumption 20 percent by 2023, relative to a baseline of 96.2 gallons in 2016</b>							
Water	2020	Utilities	Water Main Break	Water Efficiency	In 2020, invest \$1,700,000 to replace high priority pipe to reduce main breaks and keep distribution system updated.		Owing to financial limitations (at the end of the rate period) and COVID, our budget was reduced this year. We concentrated on very old pipe that had frequent problems. Also, the Lindbergh neighborhood project design is 90% complete and execution will begin in early 2021.
Water	2020	Utilities	Water Resource Sustainability	Water Efficiency	Complete a study of CBU's per-capita water consumption history and create a benchmark for comparison to the 20% reduction called for in the Sustainability Action Plan.		
<b>GOAL 6.4: Increase the number of green infrastructure features in the Bloomington community to improve stormwater quality, compared to a 2019 baseline</b>							
Water	2019	CBU	Stormwater Utility	Stormwater Grants	Develop program procedures of neighborhood grant program by June 1 to increase CBU's responsiveness to neighborhood stormwater efforts		Grant procedures were written and approved. CBU created a review board. Public meetings were held. Letters of intent were received. MS4 coordinator conducted inspections of potential grant recipient sites. The applications have been received, reviewed, and projects have been selected. 11 grants were awarded.
Water	2020	Utilities	Community Sustainability	Stormwater Grants	Increase impact of the Residential Stormwater Grant Program		Funding for the residential stormwater grant program was doubled to \$70,000 in the 2020 budget. Of that amount, \$65,396.50 was dedicated to 16 projects. Eight of those projects, totaling \$36,883.00, were in lowest median income neighborhoods.
Water	2021	CBU	Stormwater Utility	Stormwater Grants	CBU will continue the Residential Stormwater Grants program, investing \$75,000 overall.		On June 2, 2021, the Review Committee selected 12 projects totaling \$70,006.22 for approval by the Utilities Service Board.
<b>GOAL 6.5: Decrease the number of impaired water bodies in Monroe County by 2023, compared to a baseline number of 21 in 2016</b>							

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Category	Year	Department	Division	Activity Name	Relevant Budget Goal	SAP Strategy	Action Progress
Water	2021	CBU	Stormwater Utility	Stormwater Master Plan	Working with a contractor, CBU will complete the development of a Stormwater Master Plan by the end of Q4 2021, at a cost of approximately \$200,000.		The contractor is developing a Draft Master Plan that will be given to CBU by mid-August. We are on track to complete this on schedule.
Water	2021	CBU	Water Works	Water Main Replacement	CBU will replace up to 2.5 miles of water mains in 2021, at a cost of up to \$1,700,000.	6.5.d Inventory and begin necessary infrastructure improvements to the stormwater system	Internal projects in progress. Estimated \$1.7M+ project going to bid in May with completion in 2021. Total miles of water main to be replaced this year in still undetermined. Rising construction costs may result in less than the 2.5 miles completed.
Water	2021	CBU	Stormwater Utility		CBU will complete 50% of the \$12,000,000 Jordan River tunnel segment replacement project by the end of 2021.	6.5.d Inventory and begin necessary infrastructure improvements to the stormwater system	The project is on track to achieve its goal. Potential risk from handling contaminated soil identified while construction was ongoing may introduce delays.
<b>GOAL 8.2: The City of Bloomington will reduce non-renewable energy use in City owned and operated facilities 12 percent by 2023</b>							
Built Environment	2020	Public Works	Facilities Management	Energy Conservation	Develop a long-range capital facility maintenance plan and initial budget estimate based upon an Overall Condition Index ratings by December 31.	8.2.b Develop an implementation plan to achieve energy use reductions outlined for this goal	Completed long range capital facility maintenance plan and initial budget estimates.
Built Environment	2020	Public Works	Facilities Management	Energy Conservation	Develop specifications, bid documents, and cost estimates necessary to replace aging HVAC equipment at City Hall by December 31.		Major improvements to City Hall's HVAC system were completed in 2020, including the replacement of 33 heat pumps. Vendor has supplied all necessary documents to upgrade City Hall's HVAC control system to remote access, monitoring and control. This same analysis is being completed for all other Facilities managed by DPW.
Built Environment	2020	Public Works	Facilities Management	Energy Conservation	Install new energy efficient cooling tower at City Hall by August 31.		Due to earlier than expected equipment failure a temporary unit was installed in the spring of 2020, with a permanent replacement installed and operational in September.
Energy	2019	CBU	Energy & Conservation	Energy Conservation	Reduce CBU electricity consumption by 2% (587,890 kilowatt hours) in 2019 as compared to 2018	8.2.a Establish a consistent methodology and process for monthly reporting of individual building energy usage and cost data	In 2019 our electricity consumption was approximately 2.6% less (709,809 kWh) than in 2018. This value comes from looking at only our 7 largest accounts for both years, which accounts for ~94% of all CBU electricity use. This includes all electricity consumed (i.e. from the grid as well as from onsite solar generation).
Energy	2021	Public Works	Street	LED Conversion	Implement the citywide Light Emitting Diode (LED) conversion project to replace approximately 50 street lights by end of Q3.		To date, this project has converted 28 existing street lights to LED with an additional 34 street lights on Duke Energy's schedule to be converted by the end of Q3.
Energy	2021	Public Works	Administration	LED Conversion	Reduce equipment (material & labor installation) costs by 25% over the expected service life of new LED resident-requested street lights in 2021.		Reduced equipment costs by 37% over the expected service life of new LED resident-requested street lights in 2021.
<b>GOAL 8.3: The City of Bloomington will reduce non-renewable City fleet vehicle fuel use 5 percent by 2023</b>							
City Operations	2019	Public Works	Fuel Service	Fuel Consumption Tracking	Decrease fuel consumption for normal city operations by 5% in 2019	8.3.a Establish consistent methodology and process for monthly reporting of fleet fuel usage and cost data	Fuel consumption has increased by 3% Gallons used from Jan to June 2018 145,684.04 and Jan to June 2019 150,582.04
City Operations	2019	Public Works	Fuel Service	Fleet Transition	Division is scheduled to replace 5 dump trucks, 23 pick up trucks, 3 vans, and 1 specialty truck with fuel efficient models that meet EPA standards in 2019.	8.3.c Develop and implement a policy to maximize fuel efficiency by vehicle type, eliminate unnecessary vehicles and usage, and prioritize electric and hybrid vehicles	
City Operations	2020	Public Works	Fleet	Fleet Transition	Vehicle Points and Purchases: Identify the 20 most underutilized vehicles in 2020 and re-assign them to other departments to maximize usage.	8.3.b Conduct analysis of fleet to right-size vehicles and fleet size; identify near-term opportunities for fuel-efficient and lower-emission vehicle replacements	Division has identified the 20 most underutilized vehicles and re-assigned. Information is contained in the Vehicle Points Analysis Report.
City Operations	2020	Public Works	Fleet	Fuel Consumption Tracking	Decrease carbon emissions through a reduction of fuel consumption by 5% for normal City operations by the use of a fleet-wide Global Positioning System (GPS) Vehicle Telematics System.	8.3.a Establish consistent methodology and process for monthly reporting of fleet fuel usage and cost data	Due to funding shortfall, GPS Vehicle Telematics System was removed from the 2020 budget request. However, diesel fuel use was down 11% Citywide, while there was no decrease in regular fuel consumption.
City Operations	2021	Public Works	Fleet	Fuel Tracking	Decrease carbon emissions through a reduction of fuel consumption by 5% for normal City operations by the use of a fleet-wide Global Positioning System (GPS) Vehicle Telematics System.	8.3.a Establish consistent methodology and process for monthly reporting of fleet fuel usage and cost data	Project ongoing
City Operations	2020	Police	Administration	Fleet Transition	Purchase and Equip Emergency Service (Pursuit) Rated Hybrid Patrol Vehicles	8.3.c Develop and implement a policy to maximize fuel efficiency by vehicle type, eliminate unnecessary vehicles and usage, and prioritize electric and hybrid vehicles	There were ten (10) Ford Hybrid Police Interceptor SUVs purchased and equipped during the 2020 budget cycle. Of those, one was destroyed in a crash when a motorist crossed the center line on the 45/46 Bypass at Fee Lane and struck an officer head-on. That vehicle has since been replaced and is currently undergoing the final stages of upfitting (with equipment) and is expected to enter service within the next two weeks.
<b>GOAL 8.10: The City of Bloomington will eradicate all invasive plants from priority municipal building landscapes by 2023</b>							
Ecosystem	2019	Parks	Landscaping	Invasive Species Removal	Remove invasive plant species and replace with natives at several locations throughout the City (West 3rd Street Medians, BRT, Park Ridge East) by December 31	8.10.b Replace invasive plants with native species at prioritized City facilities and properties	West Third Medians: 300 native grasses and flowers, Bloomington Rail Trail: 2000 native hardwood saplings, seeded with 10 acres of native grasses and wildflowers, Ferguson Dog Park 3 acres of native grasses and wildflowers, Park Ridge East 3 acres of contracted invasive plant removal

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This chart reflects progress in implementing the Sustainability Action Plan which is active 2018-2023. For Climate Action Plan goals in progress for 2021 and 2022 see answer to question 1.

Category	Year	Department	Division	Activity Name	Relevant Budget Goal	SAP Strategy	Action Progress
Ecosystem	2019	Parks	Landscaping	Native Species Planting	Minimize the use of annuals by 25% (-225 annuals) in 2019 in order to focus on planting more perennials and shrubs	8.10.b Replace invasive plants with native species at prioritized City facilities and properties	Decreased annual use by 52% (-455) in 2019.
Ecosystem	2020	Parks	Landscaping	Native Species Planting	Install 5,000 native plants (City Hall, Courthouse Square, Kirkwood, B-Line Trail) by July 1, 2020	8.10.b Replace invasive plants with native species at prioritized City facilities and properties	Due to the success of the existing native plantings at City Hall, the Courthouse Square and Kirkwood Avenue there was little room for more plants. So, alternate locations for the 5000 native plants were chosen. They include Miller-Showers Park, WHB Park, AJB, Mills Pool, TLSP, Southeast Park and West 3rd Street medians. The Trades District parking garage construction has delayed the native plant installation along the B-Line Trail.
Ecosystem	2020	Parks	Landscaping	Native Species Planting	Increase native plant diversity and visual appeal at Miller-Showers Park by implementing Year 2 of the 10-Year Vegetation Management Plan (approximately 17,000 sq. ft. will have been treated in 2019 and 41,000 sq. ft. will be treated in 2020).	8.10.b Replace invasive plants with native species at prioritized City facilities and properties	Over 3000 native plant plugs and 10 pounds of native seed were installed by June 25 in the SW quadrant. Numerous invasive plant treatments have occurred on the entire property. The 17,000 sq ft that was planted with native seed in December 2019 is blooming and full of native pollinators.
Ecosystem	2021	Parks	Landscaping	Native Species Planting	Install 100 native roses to the existing installations at Rose Hill Cemetery by May 31, 2021.	8.10.b Replace invasive plants with native species at prioritized City facilities and properties	75 native roses, Rosa carolina, were planted at Rose Hill Cemetery this year. Traffic safety/line of sight concerns limited the number installed.
Ecosystem	2021	Parks	Landscaping	Native Species Planting	Increase native plant diversity and visual appeal at Miller-Showers Park by implementing Year 3 of the 10-Year Vegetation Management Plan (approximately 17,000 sq ft treated in 2019; 41,000 sq ft treated in 2020; approximately 41,000 sq ft	8.10.b Replace invasive plants with native species at prioritized City facilities and properties	Eco Logic LLC has been contracted to complete this project and are on schedule to complete it by the end of the year,
Ecosystem	2021	Parks	Landscaping	Native Species Planting	Install 5,000 native plants (B-Line Trail, WHB Park, and Miller-Showers Park) by July 1, 2021.	8.10.b Replace invasive plants with native species at prioritized City facilities and properties	Planted 2728 native plants (40 species) at 13 locations, including: Allison Jukebox, Banneker Center, Cascades Golf Course, City Hall, Courthouse Square, Fire Headquarters, Goat Farm, Olcott Park, Parks Operations Center, Peoples Park, Rose Hill Cemetery, West 3rd Street planters, WHB Park.
Ecosystem	2021	Parks	Landscaping	Native Species Planting	Plant 5,000 bare-root native hardwood saplings (Clear Creek Trail, Ramsey Farm Trail/Southeast Park, Olcott Park, Schmalz Farm Park) by June 1, 2021.	8.10.b Replace invasive plants with native species at prioritized City facilities and properties	Planted 5843 native trees at 5 locations: Ferguson Dog Park, Goat Farm, Park Ridge East Park, Schmalz Farm Park, Southeast Park/ Renwick Trail.
Ecosystem	2019	Parks	Bicentennial-Forestry	Urban Tree Inventory	Receive completed tree inventory data and vacant planting locations from Davey Trees by September 30		A recent inventory of the City of Bloomington's public tree population reveals significant increases in the number, health, and diversity of our trees along City streets, in rights-of-way, and within public parks. The results, from a study conducted from February to August 2019, were presented to the Board of Parks Commissioners September 17th, 2019.
Ecosystem	2020	Parks	Forestry	Urban Forestry			Planted 6045 native trees & shrubs at 16 locations: AJB/WHB Park: 10, BRT: 550, Ferguson Dog Park: 400, Griffy Lake NP: 100, Highland Village Park: 604, Mills Pool: 10, Olcott Park: 940, PRE Park: 350, RCA Park: 450, Rose Hill Cemetery: 163, Schmalz Farm Park: 656, Sherwood Oaks Park: 581, Southdowns AAA plot: 30, SE Park/ Ramsey Farm Trail: 886, Winslow Sports Park: 275, White Oak Cemetery: 40
Ecosystem	2020	Public Works	Street	Urban Forestry	Respond to all hazardous debris in the street within one hour of notification.		Overall 134 were identified as hazardous trees and were removed in 2020. 58 of these were reported to staff as an emergency removal and responded to within one hour of the notification.
Ecosystem	2021	Parks	Landscaping	Urban Forestry	Plant 250 trees by June 15, 2021 and 250 trees by December 15, 2021, with 50% near high-priority planting areas, as identified in 2019 urban forestry inventory.		We planted 60 trees in Spring 2021, of those 56% were near High to Very High priority areas. This is only in house parks planting, and doesn't include those planted as part of greater City projects, such as those planted by engineering.
<b>Transportation Funding and Infrastructure</b>							
Transportation	2019	Planning	Planning Services	Bicycle & Pedestrian Education	Hold a minimum of 2 special events to encourage bicycle riding and increase the number of event participants by 10% based on 2018 event participation in 2019		Planning Services held 6 special events in 2019 to encourage bicycle riding. The estimated number of 2019 participants is 437. This is an increase of 280% over 2018 numbers when there were approximately 156 special biking event participants.
Transportation	2019	Planning	MPO	Complete Streets	Adopt 2019 Complete Streets policy by February 20		Staff completed a review of the Complete Streets policy that was approved in 2018. It was also reviewed by all three MPO committees and by the public. No changes to the policy were recommended.
Transportation	2019	Planning	MPO	Metropolitan Transportation Plan	Initiate the adoption process for the Metropolitan Transportation Plan (Transform 2045) by December 31, 2019		The adoption of the Metropolitan Transportation Plan (Transform 2045) was initiated in November 2019 through meetings with the Citizen Advisory Committee, Technical Advisory Committee and Policy Committee. The adoption process will include a complete review of the Plan and identify any missing chapters/information. INDOT/FHWWY and FTA have recommended additional planning emphasis areas.
Transportation	2019	Administration		Sidewalk Rehabilitation	Re-launch and implement a sidewalk rehabilitation cost-participation program for qualifying income-based residents by April 30		Press release announcing program went out in April. Applications were accepted throughout early summer. Eligible projects were completed in coordination with Street Division paving schedule with a total of 1650 linear feet replaced as part of this program.
Transportation	2019	Public Works	Street	Sidewalk Rehabilitation	Repair 20% of sidewalks (approximately 1,500 linear feet) on the "worst 100" list by December 31		Due to an unusually wet summer, the Division completed 6,400 linear feet or 15% of sidewalk repairs.



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Category	Year	Department	Division	Activity Name	Relevant Budget Goal	SAP Strategy	Action Progress
Transportation	2020	Planning	MPO	Transportation Project Funding	Reach at least 80% completion rate of planning activities detailed in the annual fiscal year completion report, which details the progress for planning activities identified within the 2019 & 2020 Unified Planning Work Program.		Goal completed: <a href="http://www.bloomington.in.gov/mpo/unified-planning-work-program">www.bloomington.in.gov/mpo/unified-planning-work-program</a>
Transportation	2020	Planning	MPO	Transportation Project Funding	Program 100% of Federal, State, and Local funding used for regional transportation projects as required by the Transportation Improvement Program by end of Q2.		All funding programmed as part of the Transportation Improvement Program. To see more about the TIP see: <a href="http://www.bloomington.in.gov/mpo/transportation-improvement-program">www.bloomington.in.gov/mpo/transportation-improvement-program</a>
Transportation	2020	Planning	MPO	Transportation Planning	Conduct a minimum of ten (10) public meetings for development of Transform 2045.		A total of 26 public meetings were held for the development of Metropolitan Transportation Plan or Transform 2045.
Transportation	2020	ESD	Sustainable Development	Fleet Transition	Expand EV infrastructure charging stations in parking garage infrastructure by end of Q4.		Received VW Mitigation Grant Funding for 2 electric chargers in parking garages in 2020.
Transportation	2020	Public Works	Administration	Sidewalk Rehabilitation	Implement a second round of the Sidewalk Repair Assistance Program for qualifying income-based residents and complete all projects by end of Q4.		Completed the second phase of the Sidewalk Repair Assistance Program at the beginning the first part of Q4 along N. Madison St., E. University St., and S. Lincoln St. Project removed and installed approximately 1,100 linear feet of new curb and 700 linear feet of new sidewalk
Transportation	2020	Public Works	Administration	LED Conversion	Create an Outdoor Lighting Service Agreement with Duke Energy on an LED conversion at the Showers government complex by end of Q4.		Due to anticipated revenue shortfalls of the Local Roads & Streets (LRS) fund resulting from COVID-19, this project was divided into 2 phases that will replace the current fixtures, poles and electrical infrastructure with a new LED lighting system. Agreement for both phases of this project was submitted and approved by the Board of Public Works on October 27 and the equipments costs for phase 1 was encumbered out of the 2020 budget allocation at the end of Q4. Installation of phase 1 is scheduled to occur during the summer/fall of 2021 and phase 2 is scheduled for the summer/fall of 2022.
Transportation	2020	Public Works	Fleet	Waste Management	Deploy Lucity asset management software to produce quarterly reports on service data, fuel consumption, maintenance records, vehicle availability, vehicle points analysis for capital replacements, and a host of other fleet management modules.		Full deployment of Lucity asset management software has been delayed due to covid-19.
Transportation	2020	Public Works	Street	Sidewalk Rehabilitation	Repair 6,000 linear feet of residential sidewalks that have been damaged by City street trees.		Between in-house and contracted repairs a total of 7206 linear feet of sidewalks were repaired and 55 ADA ramps were installed.
Transportation	2021	Engineering		Multi-use path: 17th (Monroe to Grant) Multiuse Path			The City is working on designing improvements to 17th Street, from Monroe Street to Grant Street, which will improve safety and accessibility for a mix of transportation options. The improvements are part of the City's larger commitment to sustainability and quality of life for all residents. The project involves changes along 17th Street including construction of a multiuse path along the north side of the street, construction of accessible sidewalk curb ramps, street resurfacing, and replacement of the existing traffic signal at the intersection of 17th Street at Madison Street/Kinser Pike. The City will be acquiring additional right of way from some owners in the corridor in order to construct these improvements. Design of the project is underway now and construction is expected to begin in mid to late 2022. The project is supported by federal funding as prioritized through the Bloomington Monroe County Metropolitan Planning Organization.
Transportation	2021	Engineering		Sidewalk: S Walnut (Winslow to Ridgeview) Sidewalk			This project will install a new sidewalk along the east side of South Walnut Street approximately 350 feet south of Winslow Road to approximately 230 feet south of Ridgeview Drive. This project has been prioritized by the 2021 City Council Sidewalk Committee in order to improve safety and accessibility for people walking in the area.
Transportation	2021	Engineering		Greenway: Ralston/Graham Neighborhood Greenway			Neighborhood Greenways are low-speed, low-volume, shared-space streets that create high-comfort walking and bicycling connections. To see which streets are designated as Neighborhood Greenways, check out the Transportation Plan. In order to create a connected network, the City is prioritizing the design and installation of Neighborhood Greenways recommended in the Priority Bicycle Facilities Network. For 2021, several Neighborhood Greenways are in the works. To design and install Neighborhood Greenways, the City follows the Staff-Led Traffic Calming/Neighborhood Greenways Process.
Transportation	2021	Engineering		Greenway: E 7th Neighborhood Greenway			Neighborhood Greenways are low-speed, low-volume, shared-space streets that create high-comfort walking and bicycling connections. To see which streets are designated as Neighborhood Greenways, check out the Transportation Plan. In order to create a connected network, the City is prioritizing the design and installation of Neighborhood Greenways recommended in the Priority Bicycle Facilities Network. For 2021, several Neighborhood Greenways are in the works. To design and install Neighborhood Greenways, the City follows the Staff-Led Traffic Calming/Neighborhood Greenways Process.
Transportation	2021	Engineering		Bloomington Hospital Re-Use (BHRU) Project – Phase 1 East			The Phase 1 East project is the first step for the City of Bloomington towards the redevelopment of the IU Health Bloomington Hospital site. Details of the BHRU project in its entirety may be found at <a href="https://bloomingtonhospital.com/">https://bloomingtonhospital.com/</a> .

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Category	Year	Department	Division	Activity Name	Relevant Budget Goal	SAP Strategy	Action Progress
Transportation	2021	Engineering		Multi-use Path: Discovery Parkway			This project will install a multi-use path on the north side of East Discovery Parkway. Additionally, the project will mill and resurface the roadway.
Transportation	2021	Engineering		Sidewalk: West 6th Street and North Elm Street Sidewalk Replacement			This project is a part of the City's Recover Forward initiative. It will replace the sidewalks on West 6th Street from North Elm Street to North Fairview Street. In addition, it will also replace the eastern sidewalk on North Elm Street from West 4th Street to West 5th Street.
Transportation	2021	Engineering		Bus Stop Improvements Project			This project will make access improvements to over 25 bus stops throughout the City. Some improvements will include better sidewalk access and loading zones and benches or shelters.
Transportation	2021	Engineering		Jackson Creek Trail Phase II			Building on the success and transformative effect of the B-Line Trail, the 7-Line will provide a protected east-west bicycle lane and improved bus corridor to connect the B-Line, downtown, Indiana University campus, and eastside neighborhoods. The project will enhance and expand the conventional bike lane that already exists along parts of 7th Street by adding physical separation between bicyclists and auto traffic to improve comfort, safety, and efficiency for all road users.
Transportation	2021	Engineering		Rogers (High to The Stands) Multiuse Path Project			This project will install an accessible, multiuse path on the north side of Rogers Road from High Street to The Stands Drive/Winding Brook Circle. The project will also provide an improved pedestrian crossing of Rogers Road at The Stands
Transportation	2021	Engineering		Henderson (Hillside to Winslow) Multiuse Path Project			This project will install a multiuse path on the east side of Henderson Street from Hillside Drive to approximately 650' north of Winslow Road (the continuation of this path to Winslow Road is being constructed as a part of another project, "Winslow-Henderson Path and Intersection Improvements").
Transportation	2021	Engineering		Winslow (Henderson to Highland) Multiuse Path Project			This project will install a multiuse path on the north side of Winslow Road from Henderson Street to Highland Avenue.
Transportation	2021	Public Works	Administration	Sidewalk Maintenance	Implement an additional phase of the Sidewalk Repair Assistance Program for qualifying income-based home owners and complete all projects by November 30.		Program began June 21 within the Parkridge East Neighborhood to remove and replace approximately 520 linear feet of sidewalk. To date, 180 linear feet has been removed and replaced. On target to complete this project by November 30.
Transportation	2021	Public Works	Street	Sidewalk Maintenance	Repair 6,000 linear feet of residential sidewalks in 2021 that are rated as being in poor condition, utilizing both in-house repairs and contracting services.		Division has repaired 3,385 linear feet of residential sidewalks utilizing both in-house repairs and contracting services.
Transportation	2021	Public Works	Street	Sidewalk Maintenance	Continue participation in the Sidewalk Repair Assistance Program for qualifying income-based homeowners by replacing 1,000 linear feet of sidewalks rated in poor condition.		Program began June 21 within the Parkridge East Neighborhood to remove and replace approximately 520 linear feet of sidewalk. To date, 180 linear feet has been removed and replaced. On target to complete this project by November 30.
<b>Other</b>							
Built Environment	2019	HAND	Historic Preservation	Facade Grants	Locate and coordinate incentives for adaptive reuse of 1 historic property using the BUEA Façade Grant Program in 2019		Ivy Tech was awarded \$20,000 for restoration of the Walnut and 4th Street facades of the John Waldron Arts Center.
Built Environment	2020	HAND	Historic Preservation	Facade Grants	Coordinate incentives with Economic and Sustainability Department for 2 historic properties using the Bloomington Urban Enterprise Association's Façade Grant Program by end of Q4.		There were 2 BUEA facade grant projects in 2020. 213 S. Rogers (Frosted Foods Building) and 122 S. Walnut (Waldron Arts Center).
Ecosystem	2020	Parks	Administration	Parks Planning	Complete 2021-2025 Parks Master Plan by December 1, 2020.		Master Plan that guides Bloomington Parks and Recreation Department programs and priorities for the years 2021 through 2025. Parks Master Plan completed 2021 See: <a href="http://www.bloomington.in.gov/departments/parks">www.bloomington.in.gov/departments/parks</a>

Project	Length (miles)	Design Estimate	Construction Estimate	Construction Estimate (full bicycle facility)	Design and build est.	Facility	Transpo Plan	Design Status	Construction Status	Funding Source
Allen Street: Walnut to Henderson	0.35				\$ -	Greenway	Phase 1	Complete	Complete	Alt Trans Fund 454
High Street: Winslow to Arden	0.75		\$ 1,500,000	\$ 5,000,000	\$ 1,500,000	Multiuse Path and	Phase 1	Complete	Funded	Federal Funding + Bond
College Mall and Covenanter Intersection	0	\$ 5,000	\$ 50,000	\$ 50,000	\$ 55,000	Intersection	Phase 1	Not Funded	Not Funded	
7th B-Line to Woodlawn	0.72		\$ 2,570,000	\$ 2,570,000	\$ 2,570,000	PBLs	Phase 1	Complete	Funded	Bond
Bline Connection to 17th Street	0.78		\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	Multiuse Path	Phase 1	Complete	Funded	Federal Funding + TIF
Henderson Intersection: Hunter & Smith	1.00		\$ 100,000	\$ 100,000	\$ 100,000	Intersection	Phase 1	Funded	Funded	ARPA
7th Street: Union to Bypass	0.60		\$ 200,000	\$ 200,000	\$ 200,000	Greenway	Phase 1	Funded	Funded	2021 Alt Trans fund 454
7th Street: Bypass to Glenwood	0.60	\$ 25,000	\$ 125,000	\$ 125,000	\$ 150,000	Greenway	Phase 1	Not Funded	Not Funded	
Allen Street: Morton to Walnut	0.14	\$ 10,000	\$ 50,000	\$ 50,000	\$ 60,000	Greenway	Phase 1	Not Funded	Not Funded	
Allen Street: Patterson to Morton	0.49	\$ 40,000	\$ 200,000	\$ 200,000	\$ 240,000	Greenway	Phase 1	Not Funded	Not Funded	
Fee Lane: 10th to 17th	0.51	\$ 500,000	\$ 2,500,000	\$ 2,500,000	\$ 3,000,000	PBLs	Phase 1	Not Funded	Not Funded	
Thornton: Henderson to Olive	0.43	\$ 100,000	\$ 500,000	\$ 500,000	\$ 600,000	Greenway	Phase 1	Not Funded	Not Funded	
17th Street: Monroe - Grant	0.91		\$ 3,000,000	\$ 6,000,000	\$ 3,000,000	Multiuse Path	Phase 1	Funded	Funded	Federal Funding + TIF
Weatherstone and Hawthorne (3rd St. to Thornto	1.14		\$ 400,000	\$ 400,000	\$ 400,000	Greenway	Phase 1	Funded	Not Funded	
Allen Street Greenway: Bryan Park to High Stre	1.22		\$ 400,000	\$ 400,000	\$ 400,000	Greenway	Phase 1	Funded	Not Funded	
Covenanter: High to College Mall Rd	0.62	\$ 50,000	\$ 250,000	\$ 250,000	\$ 300,000	Greenway	Phase 1	Not Funded	Not Funded	
Broadview: Ralston and Graham*	1.12		\$ 300,000	\$ 300,000	\$ 300,000	Greenway	Phase 1	Funded	Funded	ARPA
Thornton: Olive to High	0.71	\$ 52,000	\$ 260,000	\$ 260,000	\$ 312,000	Greenway	Phase 1	Not Funded	Not Funded	
Longview + Morningside: to Smith	0.53	\$ 32,000	\$ 160,000	\$ 160,000	\$ 192,000	Greenway	Phase 2	Not Funded	Not Funded	
Morningside: to SR 46	0.61	\$ 37,000	\$ 185,000	\$ 185,000	\$ 222,000	Greenway	Phase 2	Not Funded	Not Funded	
Howe/Smith: Walker to College	0.64	\$ 40,000	\$ 200,000	\$ 200,000	\$ 240,000	Greenway	Phase 2	Not Funded	Not Funded	
Howe/Smith: College to Henderson	0.41	\$ 25,000	\$ 125,000	\$ 125,000	\$ 150,000	Greenway	Phase 2	Not Funded	Not Funded	
Highland Ave: Winslow to Thornton	0.97	\$ 380,000	\$ 1,900,000	\$ 6,000,000	\$ 2,280,000	Multiuse Path and	Phase 2	Not Funded	Not Funded	
Covenanter: College Mall to Clarizz	0.43	\$ 400,000	\$ 2,000,000	\$ 2,000,000	\$ 2,400,000	PBLs	Phase 2	Not Funded	Not Funded	
Hunter: Henderson to High	1.00	\$ 60,000	\$ 300,000	\$ 300,000	\$ 360,000	Greenway	Phase 2	Not Funded	Not Funded	
Clarizz: 3rd to Moores Pike	0.98			\$ 500,000	\$ -	Multiuse Path and	Phase 2	Complete	Complete	Multiple
Clarizz: Morningside to Longview connection	0.35	\$ 60,000	\$ 300,000	\$ 300,000	\$ 360,000	Multiuse Path	Phase 2	Not Funded	Not Funded	
17th Street: Jordan east to Bypass	0.28	\$ 150,000	\$ 750,000	\$ 2,500,000	\$ 900,000	Multiuse Path and	Phase 2	Funded	Funded	Indiana University
7th Street: Ritter to B-Line	0.75	\$ 50,000	\$ 250,000	\$ 250,000	\$ 300,000	Greenway	Phase 2	Not Funded	Not Funded	
Fee Lane: 17th to Bypass	0.48			\$ 2,400,000	\$ -	PBLs and MUP	Phase 2	Complete	Complete	Indiana University
17th Street: 69 to Monroe	0.58			\$ 7,000,000	\$ -	Multiuse Path and	Phase 2	Complete	Complete	State Funding + TIF
17th Street: Grant to Jordan	0.86			\$ 4,000,000	\$ -	Multiuse Path and	Phase 2	Complete	Complete	Indiana University + Federal Funding + General Fund
<b>TOTAL</b>	<b>20.96</b>									
<b>Not Funded</b>	<b>11.55</b>	<b>\$ 1,866,000</b>	<b>\$ 10,155,000</b>	<b>\$ 36,405,000</b>	<b>\$ 12,021,000</b>	Note - these numbers include expected 2022 funding.				
Funded	6.16									
Complete	3.25									
<b>Recommended Projects</b>										
Kirkwood: Redesign	0.35					Shared Street	Rec Project			
Vision Plan: 3rd Street + Atwater	2.29					Plan	Rec Project			
Vision Plan: College and Walnut: Bypass to Alle	4.21					Plan	Phase 2			
S. Walnut Corridor Study: Allen Street to Winsl	1.39					Plan				
10th Street Corridor Study: College to Union St	1.36					Plan				
N Dunn: Bypass to Griffy, 2 phases	1.52	\$ 456,000	\$ 4,560,000		\$ 5,016,000	Multiuse Path	Rec Project			
<b>Policies</b>										
NTSP: Update Policy	-						Policy Rec	Complete	Complete	
Pilot: Transit on 10th Street	-						Rec Pilot			
Complete Streets + Vision Zero Policy	-						Policy			